Toll Bridge Program Oversight Committee Meeting Materials

March 23, 2006

Caltrans

BAY AREA TOLL AUTHORITY

STATE OF CALIFORNIA
CALIFORNIA TRANSPORTATION COMMISSION

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Letter of Transmittal

TO: Toll Bridge Program Oversight Committee (TBPOC)

DATE: March 16, 2006

FR: Toll Bridge Program Management Team

RE: Information Packet for TBPOC Meeting – March 23, 2006

Attached is the 'TBPOC Information Packet' for the upcoming March 23rd TBPOC Meeting. The binder includes memorandums and reports that will be presented. A 'Table of Contents' is provided following the 'Agenda' to locate specific items. Items that are to be included after the mail-out will be printed on blue paper.

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

AGENDA (final)
March 23, 2006, 10:00 AM to 12:15 PM
Caltrans Project Office, 151 Fremont St., San Francisco

	Topic	Presenter	Time	Desired Outcome
1.	**Chair's Report**	W. Kempton, Caltrans	5 min	Information
2.	**Consent Calendar** a) Revised 2006 TBPOC Calendar* b) January 19, 2006 Minutes* c) February 23, 2006 Minutes*	A. Fremier, BATA	5 min	Approval
3.	**Monthly Progress Report** a) Draft March 2006 Monthly Progress Report***	A. Fremier, BATA	2 min	Approval
4.	**Bay Bridge Website***	B. Ney, Caltrans	5 min	Approval
5.	**West Approach Project** a) June 2006 Demolition of Frame 8U North* b) June 2006 Communication Plan*	D. Turchon, Caltrans B. Ney, Caltrans	20 min 5 min	Information Approval
6.	**Quarterly Report** a) 1st Quarter Program Budget Forecast Review**	A. Fremier, BATA	10 min	Information
7.	**Program Issue** a) Concrete Supplier Update* b) Strategy for H.R. 4712 – Buy America* c) BATA Adoption of Seismic Budget**	T. Anziano, Caltrans A. Fremier, BATA	5 min 5 min 5 min	Information Information Approval
8.	**SFOBB East Span SAS Contract** a) SAS Bid Opening Update* b) 30-day Roadmap for Award*	T. Anziano, Caltrans K. Kuhl, Caltrans	10-15 min 10 min	Information Information
9.	**SFOBB East Span Skyway Contract** a) Risk Management Update*	J. Tapping, Caltrans	10 min	Information
10.	**SFOBB East Span South/South Detour Contract** a) SSD/YBITS Strategy Update*	T. Anziano, Caltrans	15 min	Information/ Approval
11.	**SFOBB Oakland Touchdown** a) Navy Submarine Cable Contract (legal issue)* b) Navy Submarine Cable Contract (PS&E)*	T. Anziano, Caltrans S. Hulsebus, Caltrans	5 min 5 min	Approval Approval
12.	**Stormwater Treatment Measurements Contract Update***	S. Hulsebus, Caltrans	2 min	Information
13.	**Other Business**	W. Kempton, Caltrans	5 min	Information
	Next Meeting (s): April 20, 2006, 1:00 PM to 3:00 PM, Director's Conf. Rm. 1113, Caltrans, 1120 N Street, Sacramento, CA			

* Attachments
** Final Documents to be provided at the TBPOC meeting.
*** Stand alone document included in the binder.

TABLE OF CONTENTS – TBPOC, 3/23/06

AGENDA ITEM 1

NO ATTACHMENTS

AGENDA ITEM 2

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC)

DATE: March 16, 2006

FR: Toll Bridge Program Management Team (TBPMT)

RE: Agenda No. - 2

Item- Consent Calendar

Cost:
N/A

Schedule Impacts:
N/A

Recommendation:
The Toll Bridge Program Management Team recommends approval of the following –

- Revised 2006 TBPOC Calendar
- January 19, 2006 Minutes (revised)
- February 23, 2006 Minutes

Discussion:
N/A

Attachment(s):

1) Revised 2006 TBPOC Calendar
2) January 19, 2006 Minutes (revised)
3) February 23, 2006 Minutes

Item2a2_Calen_attach_23Mar2006
(as of March 1, 2006)

JANUARY 2006

MON	TUE	WED	THU	FRI
HOLIDAY 2	3	4	5	6
9	10	BATA OC 11	12	13
HOLIDAY 16	17	18	TBPOC Pier 7 19	20
23	24	MTC 25	26	27
30	31			

2 - New Years Day Observed
16 - M L King Jr's Birthday
No CTC Meeting, Tentative
MTC Meeting subject to change

FEBRUARY 2006

MON	TUE	WED	THU	FRI
		CTC 1	CTC 2	3
6	7	BATA OC 8	9	10
HOLIDAY 13	14	15	16	17
HOLIDAY 20	21	MTC 22	TBPOC Sac 23	24
27	28			

13 - Lincoln's Birthday
20 - Presidents Day
1, 2 - CTC, Tentative Dates
MTC Meeting subject to change

MARCH 2006

MON	TUE	WED	THU	FRI
		1	2	3
6	7	BATA OC 8	CTC 9	10
13	14	CTC 15	CTC 16	17
20	21	MTC 22	CTC TBPOC SF 23	24
27	28	29	30	HOLIDAY 31

31 - Cesar Chavez's Birthday
15, 16 - CTC, Tentative Dates
MTC Meeting subject to change

APRIL 2006

MON	TUE	WED	THU	FRI
3	4	CTC 5	6	7
10	11	BATA OC 12	13	14
17	18	19	TBPOC Sac 20	21
24	25	MTC CTC 26	CTC 27	28

5, 26, 27 - CTC, Tentative Dates
MTC Meeting subject to change

MAY 2006

MON	TUE	WED	THU	FRI
1	2	3	4	5
8	9	BATA OC 10	11	12
15	16	17	18	19
22	23	MTC 24	TBPOC Pier 7 25	26
HOLIDAY 29	30	31		

29 - Memorial Day
14, 15 - CTC, San Francisco
MTC Meeting subject to change

JUNE 2006

MON	TUE	WED	THU	FRI
			1	2
5	6	CTC 7	CTC 8	9
12	13	BATA OC 14	15	16
19	20	21	TBPOC Sac 22	23
26	27	MTC 28	29	30

7, 8 - CTC, Tentative Dates
MTC Meeting subject to change

JULY 2006

MON	TUE	WED	THU	FRI
3	HOLIDAY 4	5	6	7
10	11	BATA OC 12	13	14
17	18	19	TBPOC Pier 7 20	21
24	25	MTC CTC 26	CTC 27	28
31				

4 - Independence Day
26, 27 - CTC, Tentative Dates
MTC Meeting subject to change

AUGUST 2006

MON	TUE	WED	THU	FRI
	1	2	3	4
7	8	9	10	11
14	15	16	17	18
21	22	23	TBPOC Sac 24	25
28	29	30	31	

SEPTEMBER 2006

MON	TUE	WED	THU	FRI
HOLIDAY 4	5	CTC 6	CTC 7	8
11	12	BATA OC CTC 13	14	15
18	19	20	TBPOC Pier 7 21	22
25	26	MTC 27	28	29

4 - Labor Day

OCTOBER 2006

MON	TUE	WED	THU	FRI
2	3	4	5	6
Holiday 9	10	BATA OC 11	12	13
16	17	18	TBPOC Sac 19	20
23	24	MTC 25	26	27
30	31			

9 - Columbus Day

Meetings in Sacramento start @ 1:00 PM
Meetings at Pier 7 start @ 10:00 AM

NOVEMBER 2006

MON	TUE	WED	THU	FRI
		1	2	3
6	7	BATA OC 8	9	Holiday 10
13	14	MTC CTC 15	CTC TBPOC Pier 7 16	17
20	21	22	Holiday 23	Holiday 24
27	28	29	30	

23, 24 - Thanksgiving Day and day after

DECEMBER 2006.

MON	TUE	WED	THU	FRI
				1
4	5	6	7	8
11	12	BATA OC CTC 13	CTC 14	15
18	19	MTC 20	TBPOC Sac 21	22
Holiday 25	26	27	28	29

25 - Christmas Day observed

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

MEETING MINUTES
January 19, 2006, 10:00 AM
Pier 7, Oakland, CA

Participants: Will Kempton, Steve Heminger, John Barna, and staff per sign-in sheet

Convened: 10:06 AM

Items	TBPOC Decision/Direction
1. Chair's Report • Recent decisions on the SAS contract will be the subject of a press conference after the meeting.	
2. Consent Calendar a) December 12, 2005 Meeting Minutes b) December 14, 2005 Conf. Call Minutes c) December 22, 2005 Conf. Call Minutes* d) December 29, 2005 Conf. Call Minutes* e) January 04, 2006 Conf. Call Minutes* • The January 4, 2006 conference call minutes should be withdrawn to be revised to provide consistency with minutes from the other early January Conference Call Minutes. • One TBPOC member was on vacation when the January 4, 2006 call was made. f) 2006 TBPOC Calendar	• Consent Calendar Items approved, excluding the January 4, 2006 Conference Call Minutes. • In the future, all three members of the TBPOC are to be present, especially when subject matter similar to early January discussions are planned.
3. Monthly Progress Report a) January 2006 Progress Report (Draft) • On target for February 1 issuance.	• The report should include an item about the Richmond-San Rafael Bridge finger-joint situation, acknowledging what has occurred and what is being done about it.
4. 4th Quarter Report, ending Dec. 31, 2005	• The report should reflect information through the end of the quarter only.

Items	TBPOC Decision/Direction
	• Changes occurring after the quarter should be indicated in the transmittal letter and in the appropriate Monthly Reports. • Staff must ensure schedule data on graphs and corresponding tables match.
5. SFOBB East Span SAS Contract a) Estimate Update • An estimate review is being conducted to assess the impact of recent decisions on certain sensitive contract items. • The call-out number remains the same. • The narrative will mention a possible range. • The forecast update will be in chart format. b) Outstanding Bidder Inquiries Update and Feedback • There are a total of 278 Bidder Inquiries, 249 have been responded to and 29 are outstanding. c) SAS Communications Plan • Incorporate information from the January 18 conference call. • It is unlikely that Legislators will show up at a Legislative outreach. It was suggested that legislators be briefed selectively. d) Press release for the Addendum	• The TBPOC approved release of Addendum 7 on January 21, 2006. • The TBPOC agreed with the framework of the bid opening talking points and suggested focusing on different bidding scenarios. • The draft news release heading should be revised to read "Toll Bridge Program Oversight Committee Promotes Competition". • It should explain that more competition means lower price.

Items	TBPOC Decision/Direction
6. SFOBB East Span Skyway Contract a) Hinge Pipe Beam DRB Update • Work is progressing and a DRB finding is expected on January 31. b) Press event during Transition Structure Installation • In January, the Skyway Contractor will lift a large steel box section of the Skyway into place. It will provide a great opportunity to conduct a press event.	• Approved proceeding with a Skyway press event.
7. West Approach Project a) Risk Management Review* • The TBPOC expressed reservations that the sale of excess right-of-way parcels is a realistic opportunity. • The exclusion of the East Loop from the budget will be the subject of another meeting.	
8. New Benicia-Martinez Bridge Contract a) CCO 71 • This CCO which provides $1.9M for the completion of electrical work. b) CCO 99 • This CCO which provides $3.9M to complete Span 17 construction.	• Both CCOs 71 and 99 were approved.
9. Antioch and Dumbarton Study a) Study Update • The TBPOC agreed with Caltrans' suggestion to conduct a value analysis study of the available geotechnical data and with BATA's commitment to identify funding to conduct the next, more detailed study.	
10. TBPOC Meeting Preparation Policy and Procedures a) Meeting Attendance and Materials	

Items	TBPOC Decision/Direction
• This policy identifies the staff who will receive notification of, and materials for, the TBPOC Meetings. Final edits will be made this month and it will be presented for approval at the February TBPOC Meeting.	
11. Status of Caltrans Toll Program Manager and East Span Project Manager Hiring • The TBPOC members have been consulted and the internal Caltrans process is moving forward to make these hires.	
12. Other Business a) BATA/Caltrans Co-Op Agreement • The remaining issues are being worked out, so the agreement is not yet ready for approval. b) DVBE Outreach for East Span Post Construction Storm Water Treatment Contract • Extending the advertisement period of this contract will make it possible to conduct a contractor outreach to potential bidders within the vicinity of the project that might not be aware of the opportunity afforded them by this contract. • This extension will not impact the overall project schedule. b) TBPOC Meeting Follow-up External Communication • Not discussed.	• The Addendum to change the bid opening date to March 8, 2006 and to incorporate changes to the contract was approved. (Please note that the final bid opening date is March 7, 2006 as of February 10, 2006.)
13. Next Meeting: February 23, 2006, 1:00 PM, Sacramento	

Adjourned: 12:16 PM

MEETING MINUTES
January 19, 2006, 10:00 AM
Pier 7, Oakland, CA

APPROVED BY:

_____ _____
WILL KEMPTON, Director Date
California Department of Transportation

_____ _____
JOHN F. BARNA, Jr. Executive Director Date
California Transportation Commission

_____ _____
STEVE HEMINGER, Executive Director Date
Bay Area Toll Authority

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

MEETING MINUTES
February 23, 2006, 5:00 PM
Director's Conference Room 1113
Caltrans, 1120 N Street, Sacramento, CA

Participants: Will Kempton, Steve Heminger (via phone), John Barna, Tony Anziano, Andy Fremier (via phone), Stephen Maller, Maura Twomey, Bijan Sartipi (via phone), Jon Tapping, Ken Terpstra, Mo Pazooki, Mike Forner, Pete Siegenthaler, Ted Hall, Rick Land, Dennis Turchon, Pochana Chongchaikit, Bart Ney, Deanna Vilcheck, Judis Santos, Karen Wang, Beatriz Lacson

Convened: 5:10 PM

Items	TBPOC Decision/Direction
1. Chair's Report • The recently introduced Legislation, HR 4712 Baird, was discussed. • The Department is hosting a bridge tour, for BATA executive management, members of the BATA Authority, and various legislative staff, of the Benicia-Martinez Bridge on March 2nd,	• PMT to circulate talking points for the response to "Buy America" issue.
2. Status of Caltrans Toll Bridge Program Manager and East Span Project Manager Hires • The appointments of Tony Anziano as Toll Bridge Program Manager, Brian Maroney as Interim Toll Bridge Deputy Program Manager and Ken Terpstra as East Span Project Manager were announced.	• Schedule a visit to the State Capitol (before the March 22nd bid opening). TBPOC plans to introduce the Toll Bridge Program Team to the Secretary of Business, Transportation and Housing and state-elected officials.
3. Consent Calendar The following minutes were presented for	• The following conference call minutes

Items	TBPOC Decision/Direction
approval: a) January 4, 2006 Conference Call Minutes b) January 11, 2006 Conference Call Minutes c) January 13, 2006 Conference Call Minutes d) January 18, 2006 Conference Call Minutes e) January 19, 2006 Meeting Minutes f) January 31, 2006 Conference Call Minutes g) February 10, 2006 Conference Call Minutes	were approved: January 4th, January 11th, January 13th, January 18th, January 31st, and February 10th. • Revise January 19th, 2006 meeting minutes per TBPOC's comments. Update Item 5 (SAS East Span Contract), second bullet.
4. Monthly Progress Report • BATA presented the draft February 2006 Monthly Report for approval. • The January expenditure figures for the February Monthly Report will be included by early next week.	• The report is approved, contingent on January expenditure data being included and reviewed by each TBPOC member by Tuesday. PMT to follow up on TBPOC member review of January expenditure numbers.
5. Response to BSA Audit Report The Department summarized the BSA Audit Report, reviewed potential response options, and recommended a response strategy.	• The TBPOC indicated no TBPOC response would be provided to the BSA Audit Report at this time.
6. Program Issues a) Concrete Supplier i) The Committee discussed the response approach options for the concrete supplier issue. ii) Media strategy is to be in place. b) Bay Bridge Communications Alternate Media Spokespersons c) TBPOC offered their thanks and recognition to Jon Tapping for stepping in as interim SFOBB East Span Project Manager.	a) Develop a media strategy in response to the concrete supplier issue. b) The TBPOC approved the memo for the Bay Bridge Communication Alternate Media Spokesperson with the following revision: • Identify Ken Terpstra as alternate from the West Approach project to the East Span project. • Insert Stephen Maller under the first bullet.

Items	TBPOC Decision/Direction
7. SFOBB East Span Project	
a) Westar DIR Findings • The Department presented the latest ruling on the Westar DIR findings as an informational item. • The Department indicated that the contingencies set aside on projects for the risks associated with the Westar DIR Findings can now be significantly reduced as a result of the latest ruling. • Recognition was given to the attorneys whose efforts assisted in the favorable ruling.	a) No action.
8. SFOBB East Span SAS Contract	
a) Bid Opening Talking Points – i) The Department presented the draft SAS bid opening talking points that focused on various bid scenarios. This item was for information only. ii) It was suggested that TBPOC hold a press conference on bid opening day and a press call, if needed, on the day after bid opening.	a) Bid Opening Talking Points – • Revise talking points per TBPOC's comments. • TBPOC to hold a press conference at 4 PM on SAS bid opening day and a press call, if needed, on the day after bid opening.
b) DRB Member Selection Process • The current DRB member selection process was presented to the TBPOC for information only. • The Department, in concert with BATA and CTC staff, is in the process of developing potential enhancements to the DRB member selection process.	b) The TBPOC approved the process in concept.
c) Skyway Hinge Pipe Beam DRB Findings • The Department presented the Hinge Pipe Beam DRB findings as an informational item. • The Department plans to inform the DRB and the Contractor that NOPC No. 11 (Hinge Pipe Beam) issue remains unresolved.	c) TBPOC concurs with the staff's direction on the Hinge Pipe Beam issue.
d) Bidder Inquiry Update	d) No action.

Items	TBPOC Decision/Direction
• The bidder inquiry update was presented as an informational item. • The goal is to complete the responses to all bidder inquiries within two weeks of bid opening. The staff is on schedule in meeting this goal. e) MTC/BATA has been approached by local business representatives, to discuss the current contract language regarding DBVE requirements.	e) TBPOC approved of Steve Heminger and Bijan Sartipi meeting with the local business representatives. • The project does not include federal funding. The TBPOC approved the specifications as amended.
9. SFOBB East Span Skyway Contract a) The Department requested the approval of CCO 83, "Service Platform Design Changes" and CCO 83 Supplemental 1, "Service Platform Installation Work".	a) TBPOC approved $1,055,531 for CCO 83 and $1.0 million for CCO 83, Supplemental 1.
10. SFOBB East Span South/South Detour Contract a) Risk Management Plan • The risk management plan was presented in a PowerPoint presentation as an informational item. b) SSD/YBI Schedule Management/ Coordination Strategy • As a result of the focus group assessment, the Department presented a PowerPoint presentation of the schedule management/coordination strategy for approval.	a) No action. b) SSD/YBI Schedule Management/ Coordination Strategy • TBPOC approved the proposal to split the SSD/YBITS contracts. • Further explore alternate solutions to reduce the period of SSD traffic use.
11. West Approach Project a) Weekend Closure Proposal • The Department presented the West Approach weekend closure option for approval to mitigate construction schedule delays and associated costs and reduce congestion in San Francisco	• TBPOC approved the weekend closure proposal for the West Approach Project.

Items	TBPOC Decision/Direction
during approach demolition. Other options were also presented. • The weekend closure option involved demolishing frames 7U and 8U South over a period of two full weekends in lieu of the six weekend partial lane closures called for in the contract.	
12. BATA/Caltrans Co-Op Agreement • BATA presented the draft BATA/Caltrans Co-Op Agreement for approval.	• The TBPOC approved delegating this to the Department and BATA. CTC agrees with the document.
13. Other Business a) CCO 119, "Delay Mitigation", was presented for approval. b) YBI Ramps (item added at the meeting) • Suggested response to Senators Perata and Migden regarding cost of YBI east side ramps was discussed. c) Next Month's Agenda (added item) - TBPOC requested to add "update on the Carquinez Bridge work" to next month's agenda.	a) TBPOC approved $3.6 million for CCO 119 to mitigate the 92 day delay. b) The Department will submit revised letter to Agency for approval. c) Place Carquinez Bridge Demolition update on next month's meeting agenda.
14. Next Meeting: **March 23, 2006, 10:00 AM** **Caltrans Project Office, 151 Fremont St., San Francisco**	

Adjourned: 7:45 PM

MEETING MINUTES
February 23, 2006, 5:00 PM
Director's Conference Room 1113
Caltrans, 1120 N Street, Sacramento, CA

APPROVED BY:

_____ _____
WILL KEMPTON, Director Date
California Department of Transportation

_____ _____
JOHN F. BARNA, Jr. Executive Director Date
California Transportation Commission

_____ _____
STEVE HEMINGER, Executive Director Date
Bay Area Toll Authority

AGENDA ITEM 3

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** March 16, 2006

FR: Andrew Fremier, BATA Deputy Executive Director

RE: Agenda No. - 3

Item- Monthly Progress Report

Cost:
N/A

Schedule Impacts:
N/A

Recommendation:
BATA requests approval of the Draft March 2006 Monthly Progress Report.

Discussion:
BATA will present the Draft March 2006 Monthly Progress Report.

Attachment(s):
Draft March 2006 Monthly Progress Report

Toll Bridge Seismic Retrofit and Regional Measure 1 Programs

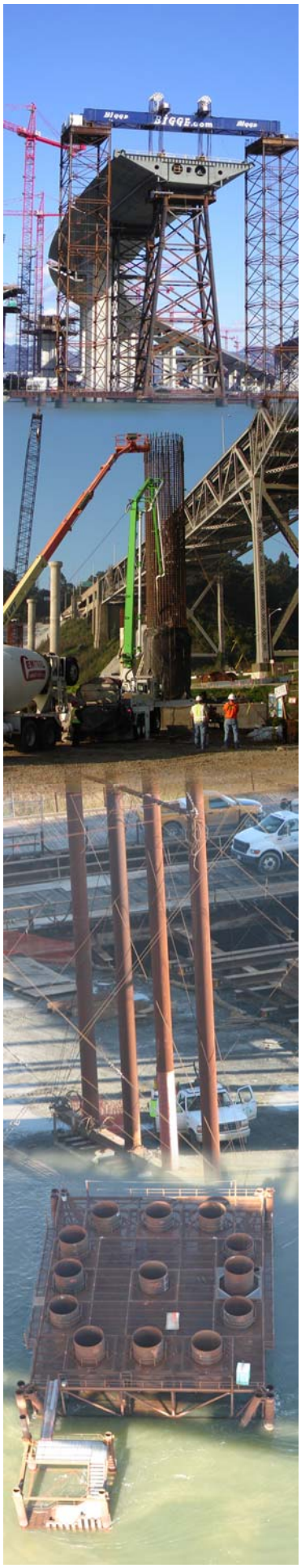
Monthly Progress Report
March 2006

DRAFT

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Released: April 2006



Toll Bridge Seismic Retrofit and Regional Measure 1 Programs

Monthly Progress Report
March 2006

- **Progress Data through February 28, 2006**
- **Expenditure Data through January 31, 2006 (to be updated)**
- **Cost Forecast Data through December 31, 2005**

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

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Bay Area Management Consultants
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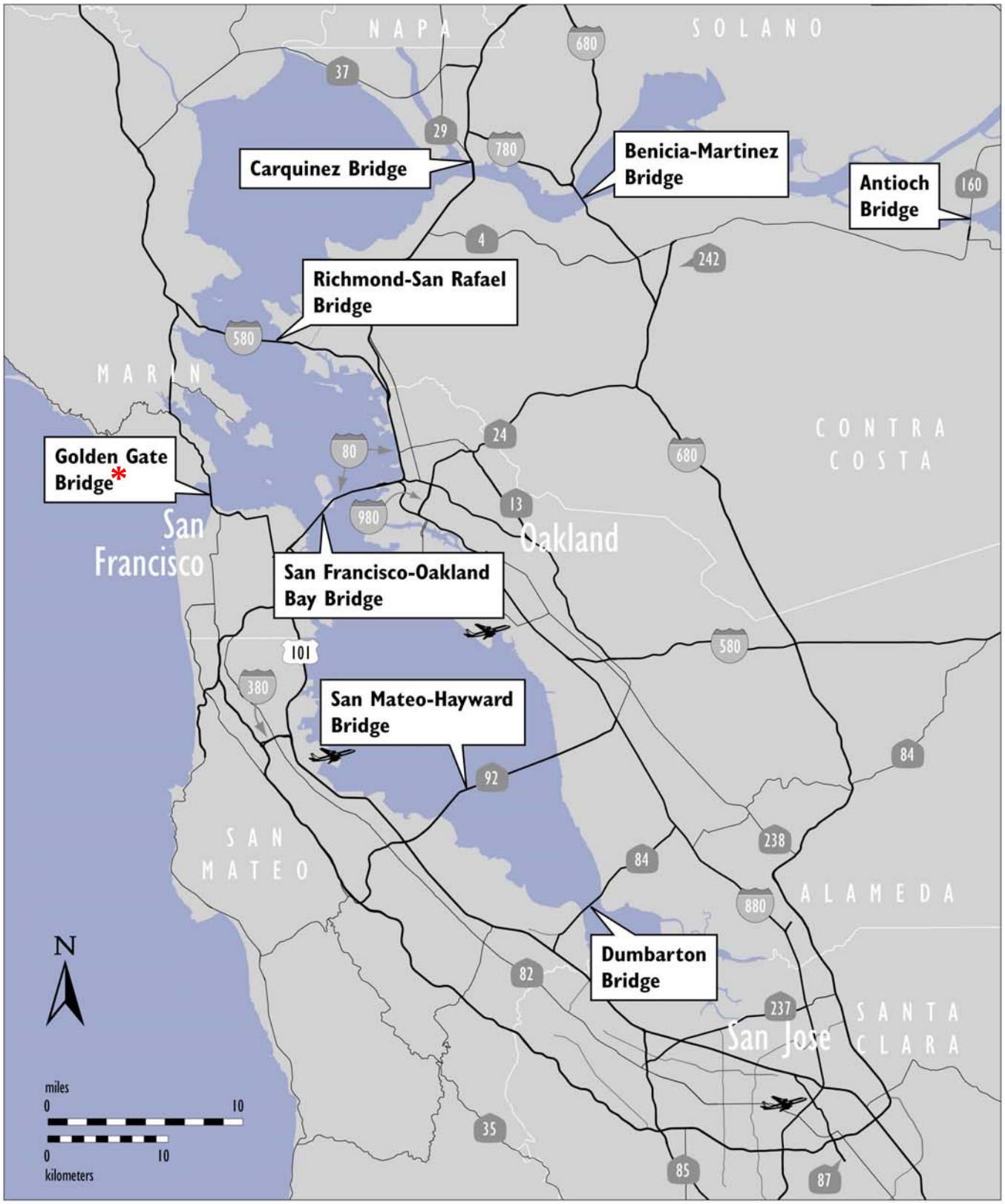
Toll Bridges of the San Francisco Bay Area



** Under the Jurisdiction of the Golden Gate Bridge, Highway and Transportation District*

INTRODUCTION

In July 2005, Assembly Bill 144, Hancock (AB 144) created the Toll Bridge Project Oversight Committee (TBPOC) to implement a project oversight and project control process for the Benicia-Martinez Bridge project and the state toll bridge seismic retrofit program projects. Comprised of the Caltrans Director, the Bay Area Toll Authority (BATA) Executive Director and the Executive Director of the California Transportation Commission (CTC), the TBPOC's project oversight and control processes include but are not limited to reviewing bid specifications and documents, providing field staff to review ongoing costs, reviewing and approving significant change orders and claims in excess of $1 million (as defined by the committee) and preparing project reports.

AB 144 identified the Toll Bridge Seismic Retrofit Program and the new Benicia-Martinez Bridge Project as under the direct oversight of the TBPOC. The Toll Bridge Seismic Retrofit Program includes:

Toll Bridge Seismic Retrofit Projects	Seismic Safety Status
San Francisco-Oakland Bay Bridge East Span Replacement	Construction
San Francisco-Oakland Bay Bridge West Approach Replacement	Construction
San Francisco-Oakland Bay Bridge West Span Seismic Retrofit	Complete
San Mateo-Hayward Bridge Seismic Retrofit	Complete
Richmond-San Rafael Bridge Seismic Retrofit	Complete
Eastbound Carquinez Bridge Seismic Retrofit	Complete
Benicia-Martinez Bridge Seismic Retrofit	Complete
San Diego-Coronado Bridge Seismic Retrofit	Complete
Vincent Thomas Bridge Seismic Retrofit	Complete

The new Benicia-Martinez Bridge is part of a larger program of toll-funded projects, called the Regional Measure 1 (RM1) Toll Bridge Program, under the responsibility of the BATA. While the rest of the projects in the RM1 program are not directly under the responsibility of the TBPOC, BATA and Caltrans (CT) will continue to report on their progress as an informational item. The RM1 program includes:

RM1 Projects	Open to Traffic Status
New Benicia-Martinez Bridge	Construction
1927 Carquinez Bridge Demolition	Construction
Richmond-San Rafael Bridge Deck Overlay Rehabilitation	Design
Interstate 880/State Route 92 Interchange Reconstruction	Design
Richmond-San Rafael Bridge Trestle, Fender & Deck Joint Rehabilitation	Open
Westbound Carquinez Bridge Replacement	Open
San Mateo-Hayward Bridge Widening	Open
State Route 84 Bayfront Expressway Widening	Open
Richmond Parkway	Open

This report focuses on identifying critical project issues and monitoring project cost and schedule performance for the projects as measured against approved budgets and schedule milestones. This report is intended to fulfill Caltrans' requirement to provide monthly project progress reporting to the TBPOC under Section 30952.05 of the Streets and Highway Code.

EXECUTIVE SUMMARY

Toll Bridge Seismic Retrofit Program—Cost ($Millions)

Project	Work Status	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (02/2006)	Cost To Date (01/2006)	Cost Forecast (12/2005)	At-Completion Variance	Cost Status
a	b	c	d	e = c + d	f	g	h = g - e	i
SFOBB East Span Replacement Project								
Capital Outlay Support		959.4	-	959.4	403.0	977.1	17.7	●
Capital Outlay Construction								
Skyway	Construction	1,293.0	-	1,293.0	972.3	1,293.0	-	●
SAS Superstructure	Advertise	1,753.7	-	1,753.7	-	1,767.4	13.7	●
SAS E2/T1 Foundations	Construction	313.5	-	313.5	91.3	313.5	-	●
YBI Transition Structures	Design	299.3	-	299.3	-	318.4	19.1	●
Oakland Touchdown	Design	283.8	-	283.8	-	272.7	(11.1)	●
South/South Detour	Design/ Const	131.9	-	131.9	30.0	131.9	-	●
Existing Bridge Demolition	Design	239.2	-	239.2	-	222.0	(17.2)	●
Stormwater Treatment Measures	Design	15.0	-	15.0	-	15.0	-	●
East Span Completed Projects		90.3	-	90.3	89.0	90.3	-	
Right-of-Way and Environmental Mitigation		72.4	-	72.4	38.7	72.4	-	●
Other Budgeted Capital		35.1	-	35.1	-	12.9	(22.2)	
Total SFOBB East Span Replacement Project		5,486.6	-	5,486.6	1,624.3	5,486.6	-	
SFOBB West Approach Replacement	Construction							●
Capital Outlay Support		120.0	-	120.0	72.6	120.0	-	
Capital Outlay Construction		309.0	-	309.0	180.2	309.0	-	
Total SFOBB West Approach Replacement		429.0	-	429.0	252.8	429.0	-	
Richmond-San Rafael Bridge Retrofit	Construction							●
Capital Outlay Support		134.0	-	134.0	124.5	127.0	(7.0)	
Capital Outlay Construction		780.0	-	780.0	663.6	698.0	(82.0)	
Total Richmond-San Rafael Bridge Retrofit		914.0	-	914.0	788.1	825.0	(89.0)	
Program Completed Projects	Complete							
Capital Outlay Support		219.8	-	219.8	219.4	219.8	-	
Capital Outlay Construction		705.6	-	705.6	697.9	705.6	-	
Total Program Completed Projects		925.4	-	925.4	917.3	925.4	-	
Miscellaneous Program Costs		30.0	-	30.0	30.9	30.0	-	
Program Contingency		900.0	-	900.0	-	989.0	89.0	
Total Toll Bridge Seismic Retrofit Program		8,685.0	-	8,685.0	3,613.4	8,685.0	-	

● *Within Approved Current Schedule and Budget*

● *Potential Cost and Schedule Impacts: Possible future need for Program Contingency Allocation*

● *Known Cost and Schedule Impacts: Request for Program Contingency Allocation forthcoming*

Note: Details may not sum to totals due to rounding effects.

Toll Bridge Seismic Retrofit Program—Schedule

Project	AB 144 / SB 66 Project Complete Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (02/2006)	Project Complete Schedule Forecast (02/2006)	Schedule Variance (Months)	Schedule Status	Remarks
a	b	c	d= b + c	e	f = e – d	g	h
SFOBB East Span Replacement Project							
Skyway	Apr 07	-	Apr 07	Apr 07	-	●	Fabrication issues concerning the Skyway hinge pipe beams could impact project schedule and budget. See page 10.
SAS E2/T1 Foundations	Jun 08	(3)	Mar 08	Mar 08	-	●	
SAS Superstructure	Mar 12	12	Mar 13	Sep 12	(6)	●	This contract is being re-advertised. Addendum #5 extends the completion schedule for the SAS by 6 months. Addendum #7 extends the SAS schedule by an additional 6 months. The forecast dates shown for the SAS contract and follow on East Span contracts includes an assumption of the contractor achieving the early SAS completion incentive. Bid opening is scheduled for 3/22/06. Forecasts for this contract will be updated next month. See pages 9, 14 and 15.
YBI Transition Structures	Nov 13	12	Nov 14	May 14	(6)	●	See SAS Superstructure remark.
Oakland Touchdown (OTD)	Nov 13	12	Nov 14	May 14	(6)	●	See SAS Superstructure remark.
• OTD Submarine Cable	n/a		Jul 07	Jul 07	-	●	
• OTD Westbound	n/a		Jul 09	Jul 09	-	●	
• OTD Eastbound	n/a		Nov 14	Mar 14	(6)	●	See SAS Superstructure remark.
YBI South/South Detour	Jul 07	-	Jul 07	Jul 07	-	●	Schedule is being assessed.
Existing Bridge Demolition	Sep 14	12	Sep 15	Mar 15	(6)	●	See SAS Superstructure remark.
Stormwater Treatment Measures	Mar 08	-	Mar 08	Jul 08	4	●	
Open to Traffic Date: West Bound	Sep 11	12	Sep 12	Mar 12	(6)	●	See SAS Superstructure remark.
Open to Traffic Date: East Bound	Sep 12	12	Sep 13	Mar 13	(6)	●	See SAS Superstructure remark.
SFOBB West Approach Replacement	Aug 09	-	Aug 09	Aug 09	-	●	
Richmond-San Rafael Bridge Retrofit	Aug 05	-	Aug 05	Oct 05	2	●	Seismic retrofit completed July 29, 2005. Formal acceptance of this contract on October 28, 2005.

Regional Measure 1 Program—Cost ($Millions)

Project	Work Status	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (02/2006)	Cost To Date (01/2006)	Cost Forecast (12/2005)	At-Completion Variance	Cost Status
a	b	c	d	e = c + d	f	g	h = g - e	I
New Benicia-Martinez Bridge Project	Construction							🟢
Capital Outlay Support		157.1	21.1	178.2	157.8	178.2	-	
Capital Outlay Construction		861.6	143.1	1,004.7	827.9	1,004.7	-	
Capital Outlay Right-of-Way		20.4	(0.1)	20.3	12.2	20.3	-	
Project Reserve		20.8	39.0	59.8	-	59.8	-	
Total New Benicia-Martinez Bridge Project		1,059.9	203.1	1,263.0	997.9	1,263.0	-	
Carquinez Bridge Replacement Project	Construction							🟢
Capital Outlay Support		124.4	-	124.4	115.0	125.4	1.0	
Capital Outlay Construction		381.2	-	381.2	357.3	383.3	2.1	
Capital Outlay Right-of-Way		10.5	-	10.5	9.9	10.5	-	
Project Reserve		12.1	-	12.1	-	9.0	(3.1)	
Total Carquinez Bridge Replacement Project		528.2	-	528.2	482.2	528.2	-	
Richmond-San Rafael Bridge Deck Overlay Rehabilitation	Design							🟡
Capital Outlay Support		8.0	(3.5)	4.5	1.6	4.5	-	
Capital Outlay Construction		16.9	3.6	20.5	-	20.5	-	
Project Reserve		0.1	(0.1)	-	-	-	-	
Total Richmond-San Rafael Bridge Deck Overlay Rehabilitation		25.0	-	25.0	1.6	25.0	-	
I-880/SR-92 Interchange Reconstruction	Design							🔴
Capital Outlay Support		28.8	-	28.8	26.8	43.2	14.4	
Capital Outlay Construction		94.8	-	94.8	-	119.0	24.2	
Capital Outlay Right-of-Way		9.9	-	9.9	7.4	13.0	3.1	
Project Reserve		0.3	-	0.3	-	11.1	10.8	
Total I-880/SR-92 Interchange Reconstruction		133.8	-	133.8	34.2	186.3	52.5	
Program Completed Projects	Complete							
Capital Outlay Support		54.0	-	54.0	53.8	55.5	1.5	
Capital Outlay Construction		307.6	-	307.6	291.4	296.8	(10.8)	
Capital Outlay Right-of-Way		1.5	-	1.5	0.5	0.6	(0.9)	
Project Reserve		1.8	-	1.8	0.2	0.7	(1.1)	
Total Program Completed Projects		364.9	-	364.9	345.9	353.6	(11.3)	
Total Regional Measure 1 Program		2,111.8	203.1	2,314.9	1,861.8	2,356.1	41.2	

🟢 *Within Approved Current Schedule and Budget*

🟡 *Potential Cost and Schedule Impacts*

🔴 *Known Cost and Schedule Impacts*

Note: Details may not sum to totals due to rounding effects.

Regional Measure 1 Program—Schedule

Project	BATA Project Complete Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (02/2006)	Project Complete Schedule Forecast (02/2006)	Schedule Variance (Months)	Schedule Status	Remarks
a	b	c	d= b + c	e	f = e - d	g	h
New Benicia-Martinez Bridge Project							
• New Benicia-Martinez Bridge	Dec 07	-	Dec 07	Oct 07	(2)	●	Forecast date shown assumes achievement of early completion incentive
• I-680/I-780 Interchange Replacement	Dec 07	-	Dec 07	Feb 08	2	●	
• Open to Traffic Date	Dec 07	-	Dec 07	Dec 07	-	●	
1927 Carquinez Bridge Demolition Project	Dec 07	-	Dec 07	Sep 07	(3)	●	
Richmond-San Rafael Bridge Deck Overlay Rehabilitation	Jan 07	-	Jan 07	Apr 07	3	●	Schedule delay is due to revised advertise date and allowance for bid/award cycle, and one-year construction duration. See page 43.
I-880/SR-92 Interchange Reconstruction	Nov 10	-	Nov 10	Jun 11	7	●	Delay in the procurement of right-of-way is impacting the cost/schedule for this project. See page 44.

Highlight of Project/Program Activities and TBPOC Actions for March 2006

Toll Bridge Seismic Retrofit Program

SFOBB East Span Seismic Replacement

- In January 2006, the TBPOC approved Addendum #7 to the SFOBB SAS Contract bid documents, which revised the bid opening date from February 1, 2006 to March 22, 2006, and which extended the SAS completion date by six months (pages 9, 12, and 13).
- In February 2006, the TBPOC approved SFOBB East Span Skyway Contract Change Order (CCO) 83, "Service Platform Design Changes" and CCO 83 Supplemental 1, "Service Platform Installation Work", at values of $1,055,531 and $1.0 million respectively (page 11).
- In February 2006, the TBPOC approved a schedule management and coordination strategy for the SFOBB East Span Yerba Buena Island Transition Structure involving splitting the existing contract (page 21).

SFOBB West Approach Seismic Replacement

- In February 2006, on the West Approach Project, the TBPOC approved a weekend closure option for the demolition of frames 7U and 8U South over a period of two full weekends in lieu of the six weekend partial lane closures currently called for in the contract (page 23).

Regional Measure 1 Program

New Benicia-Martinez Bridge

- In February 2006, the TBPOC approved Benicia-Martinez Bridge I-680/I-780 Interchange Contract CCO 119, "Mitigation Costs for Schedule Delays". Value of this CCO was $3.6 million, which will mitigate a 92 day delay to the project schedule (page 39).

New Carquinez Bridge

- In February 2006, Caltrans approved the revised demolition plan for Joint 3 of the 1927 bridge. Deck demolition for unit 3 has resumed. Demolition for unit 7 will follow (page 40).

Other Business

- None

PROJECT / CONTRACT REPORTS

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Summary

- Skyway Contract
- Self-Anchored Suspension (SAS) Superstructure Contract
- Self-Anchored Suspension (SAS) E2/T1 Foundation Contract
- Yerba Buena Island (YBI) South/South Detour Contract
- Other Major Contracts in Design
- Other Contracts and Related Project Work

San Francisco-Oakland Bay Bridge (SFOBB) West Approach Replacement Project

Richmond-San Rafael Bridge Seismic Retrofit Project

Other Completed Seismic Retrofit Projects

Toll Bridge Seismic Retrofit Program

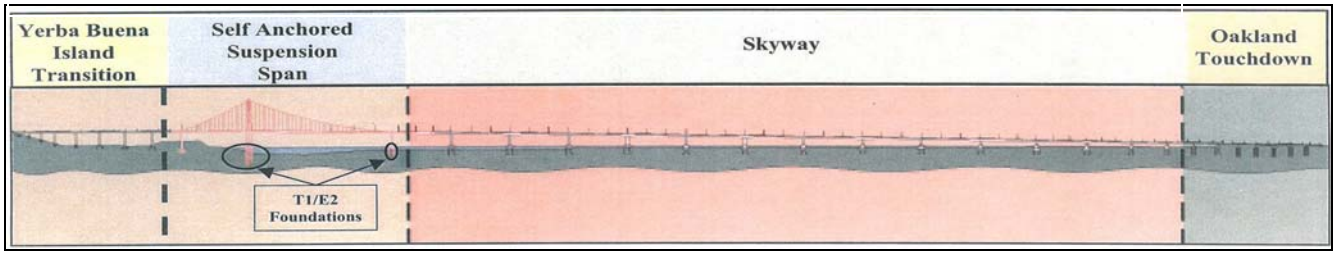
San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Summary

Project Description: The East Span will be seismically retrofitted through the complete replacement of the existing span. The remaining effort for this project consists of the following contracts: Skyway—construction of two parallel concrete structures, each approximately 1.3 miles in length; Self-Anchored Suspension (SAS) Foundation—construction of SAS marine foundations; SAS Superstructure—construction of a self-anchored 385-meter main span superstructure incorporating a 160-meter fabricated structural steel tower with a main cable and inclined suspenders that will support steel orthotropic decks; Yerba Buena Island (YBI) South/South Detour—design and construction of a temporary double-deck bypass structure that will detour traffic to the existing SFOBB while completing the westerly permanent tie-in structure of the new East Span at Yerba Buena Island; YBI Structures—construction of a new structure connecting the western end of the self-anchored suspension to the Yerba Buena Island viaduct, which will be retrofitted; Oakland Touchdown—at the Oakland end of the East Span, construction of two parallel, cast-in-place post-tensioned concrete viaducts, which join the skyway to the at-grade Oakland approach fill; and Existing Bridge Demolition—demolition of the existing 1936 SFOBB East Span structure after the construction and placement of traffic onto the new East Span.

SFOBB East Span Replacement Cost Summary ($Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (02/2006)	Cost To Date (01/2006)	Cost Forecast (12/2005)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	959.4	-	959.4	403.0	977.1	17.7
Capital Outlay Construction	-	-	-	-	-	-
Skyway	1,293.0	-	1,293.0	972.3	1,293.0	-
SAS Superstructure	1,753.7	-	1,753.7	-	1,767.4	13.7
SAS E2/T1 Foundations	313.5	-	313.5	91.3	313.5	-
YBI Structures	299.3	-	299.3	-	318.4	19.1
Oakland Touchdown	283.8	-	283.8	-	272.7	(11.1)
YBI South/South Detour	131.9	-	131.9	30.0	131.9	-
Existing Bridge Demolition	239.2	-	239.2	-	222.0	(17.2)
Stormwater Treatment Measures	15.0	-	15.0	-	15.0	-
East Span Completed Projects	90.3	-	90.3	89.0	90.3	-
Right-of-Way and Environmental Mitigation	72.4	-	72.4	38.7	72.4	-
Other Budgeted Capital	35.1	-	35.1	-	12.9	(22.2)
TOTAL	5,486.6	-	5,486.6	1,624.3	5,486.6	-

Note: Details may not sum to totals due to rounding effects.



SFOBB East Span Replacement Project

SFOBB East Span Replacement Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (02/2006)	Contract Complete Schedule Forecast (02/2006)	Schedule Variance (Months)
Skyway	April 2007	-	April 2007	April 2007	-
YBI South / South Detour*	July 2007	-	July 2007	July 2007	-
Stormwater Treatment Measures	March 2008	-	March 2008	July 2008	4
SAS E2/T1 Foundations	June 2008	(3)	March 2008	March 2008	-
Open to Traffic: West Bound	September 2011	12	September 2012	March 2012	(6)
SAS Superstructure	March 2012	12	March 2013	September 2012	(6)
Open to Traffic: East Bound	September 2012	12	September 2013	March 2013	(6)
Oakland Touchdown*	November 2013	12	November 2014	May 2014	(6)
YBI Transition Structure*	November 2013	12	November 2014	May 2014	(6)
Existing Bridge Demolition*	September 2014	12	September 2015	March 2015	(6)

** Contract schedules being further assessed due to changes in SAS schedule.*

Project Status: Construction is currently ongoing on the Skyway and the YBI South/South Detour contracts. The SAS E2/T1 Foundation contract has been restarted and the SAS Superstructure contract has been re-advertised. Caltrans issued Addendum #7 to the SAS contract in January 2006. See the following contract detail pages for more information.

Given that Addenda #5, issued in December 2005, and #7, issued in January 2006, extended the SAS contract by a total of 12 months in response to bidder inquiries, and to attract more bids and decrease project costs, there has been a like impact to the West Bound and East Bound Open to Traffic dates. This 12-month delay to the east bound traffic date on the SAS Superstructure has likewise posed a 12-month delay to the completion of the Oakland Touchdown, YBI Transition Structure and the Existing Bridge Demolition contracts. Certain work scopes for all of these contracts cannot commence until east bound traffic has been placed onto the new span. This assessment of East Span corridor impact does not account for the effect of the early completion incentive that was also part of Addendum #7. Currently, planning and forecasting of the future contracts is based on the assumption that the SAS early completion is achieved. This is done to ensure that these future contracts do not impact bridge opening if the SAS contractor achieves early completion. Addendum #7 also revised the SAS contract bid opening date to March 22, 2006.

Project Issues: The results of the preliminary SAS and E2-T1 contract quantitative schedule risk analysis indicate that there is approximately an eighty percent probability that the SAS contract date of completion may be extended (whether by contractor, third party, weather, owner, or other excusable delay) by up to 21 months from the AB 144 / SB 66 schedule. It should be noted that this preliminary probabilistic schedule analysis does not consider many of the schedule risk responses subsequently identified and implemented, such as implementation of the fabrication action and solution team (FAST), and ongoing SAS contract addenda enhancements. Moreover, about half of the contract extension potential relates to the submission and review of tower shop drawings, and the fabrication and delivery of the lower tower sections. Contentious issues regarding quality and code interpretations may arise during review of shop drawings. There is considerable welding involved in the fabrication of the tower sections, giving rise to possible issues due to tight tolerances and different interpretations of welding codes and welding sequences. While these delay potentials exist now, there are risk responses such as FAST, the campus concept for integrating supplier/fabricator/Caltrans teams, and a review of the COS resources that can mitigate many of the delay-causing possibilities. As these responses will be implemented, their effectiveness in reducing the delay risks will be reassessed, and the schedule delay risk will be adjusted accordingly. Caltrans and TBPOC are and will be taking affirmative actions to mitigate any potential issues that may lead to schedule delays as described in the risk management plan.

Recent TBPOC Actions: In January and February 2006, the TBPOC approved actions on the SAS, Skyway, and the YBI Transition Structure Contracts. See the following contract detail pages for more information.

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

SKYWAY CONTRACT

Contract Description: The Skyway contract constructs two parallel pre-cast concrete approach spans from Oakland to the self-anchored suspension span near Yerba Buena Island.

Skyway Cost Summary ($Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (02/2006)	Cost To Date (01/2006)	Cost Forecast (12/2005)	Variance
a	b	c	d = b + c	e	f	g = f - d
East Span - Skyway						
Capital Outlay Support	197.0	-	197.0	122.7	197.0	-
Capital Outlay Construction	1,293.0	-	1,293.0	972.3	1,293.0	-
TOTAL	1,490.0	-	1,490.0	1,095.0	1,490.0	-

Note: Details may not sum to totals due to rounding effects.

Skyway Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (02/2006)	Contract Complete Schedule Forecast (02/2006)	Schedule Variance (Months)
East Span - Skyway	April 2007	-	April 2007	April 2007	-

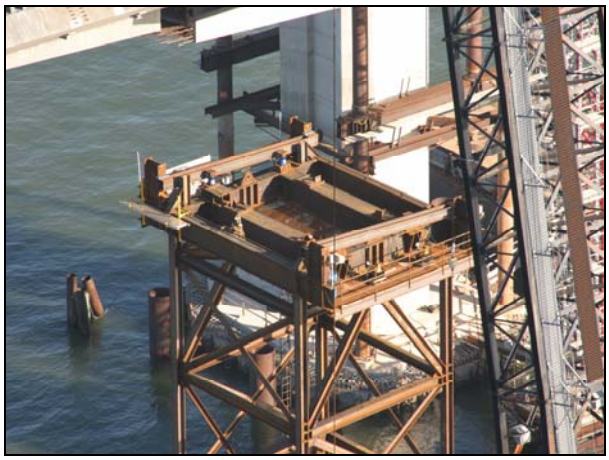
Contract Status: The Skyway contract is currently in construction and is 85% complete as of February 20, 2006. The Foundation work is complete with the exception of installing Fenders around six of the pier footings. The Fender work began in late January 2006 and is scheduled to be completed by September 2006. The last remaining pier column was completed in late December 2005. The Pier Tables are 86% complete with the last remaining four Pier Tables in various stages of construction. Completion of the Pier Tables is scheduled for June 2006. Segment erection is currently 68% complete. The Eastbound structure is 96% complete with only 10 segments remaining to be completed, while the Westbound structure is 43% complete with 128 segments remaining to be erected. Erection activities are currently at Pier E9W and Pier E10W. The Hinge "BE" Pipe Beams were delivered on February 14, 2006. The eastbound Orthotropic Box Girder arrived on site on January 23, 2006 and its erection was performed on February 7 & 8, 2006. Bike Path cantilever beams continue to be installed with 82% complete and the installation of the panel segments is currently 16% complete. The Stockton pre-cast yard continues to maintain their steady pace of casting one concrete bridge segment every two to three days in each of the two casting beds or roughly 5 segments per week. Currently, 420 of 452 segments or 93% have been cast with the remaining 32 segments scheduled to be complete by June 2006. A total of 314 segments (69%) have been installed to date.

Contract Issues:

Issue	Mitigating Action
KFM issued 11 NOPC's on behalf of USI for welding issues related to the fabrication of the Steel Orthotropic Box Girders (SOBG).	USI continues fabrication of the SOBG with continued inspection by the Department. All NOPC's filed were recommended to be heard by the DRB, with the first three issues scheduled for March 2006.
A schedule delay (now being analyzed) is currently projected by the contractor due to issues with the fabrication of the hinge pipe beams that connect the major frames of the bridge.	While Caltrans is evaluating the contractor's fabrication methodology for the pipe beams, the contractor is currently mitigating the schedule delays by re-sequencing segment erection activities. The projected delay to the Skyway project is not expected to delay the overall open-to-traffic date for the East Span Replacement project. NOPC #11, regarding the Hinge Pipe Beam issues was heard by the Dispute Resolution Board (DRB) in November and December with two, two-day hearings. The Board's decision was released on January 26, 2006, in a unanimous 3-0 vote for the contractor. Its impact is being evaluated by Caltrans and the TBPOC.

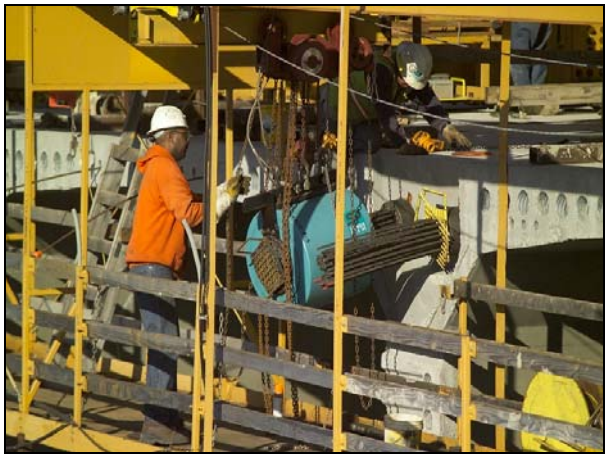
Recent TBPOC Actions: In February 2006, the TBPOC approved SFOBB East Span Skyway Contract Change Order (CCO) 83, "Service Platform Design Changes" and CCO 83 Supplemental 1, "Service Platform Installation Work", at values of $1,055,531 and $1.0 million respectively.

Contract Photographs

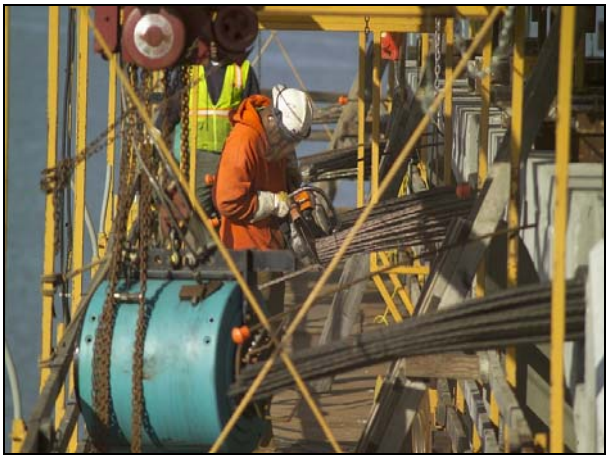


Skyway's temporary tower "B", which will be used to support the transition span closure pour

Eastbound Skyway transition span closure



Post-tensioning work at the Skyway structure (1)



Cutting of post-tensioning tendons at the Skyway structure

Contract Photographs cont.

Construction of Pier Table W4 at the Westbound Skyway structure

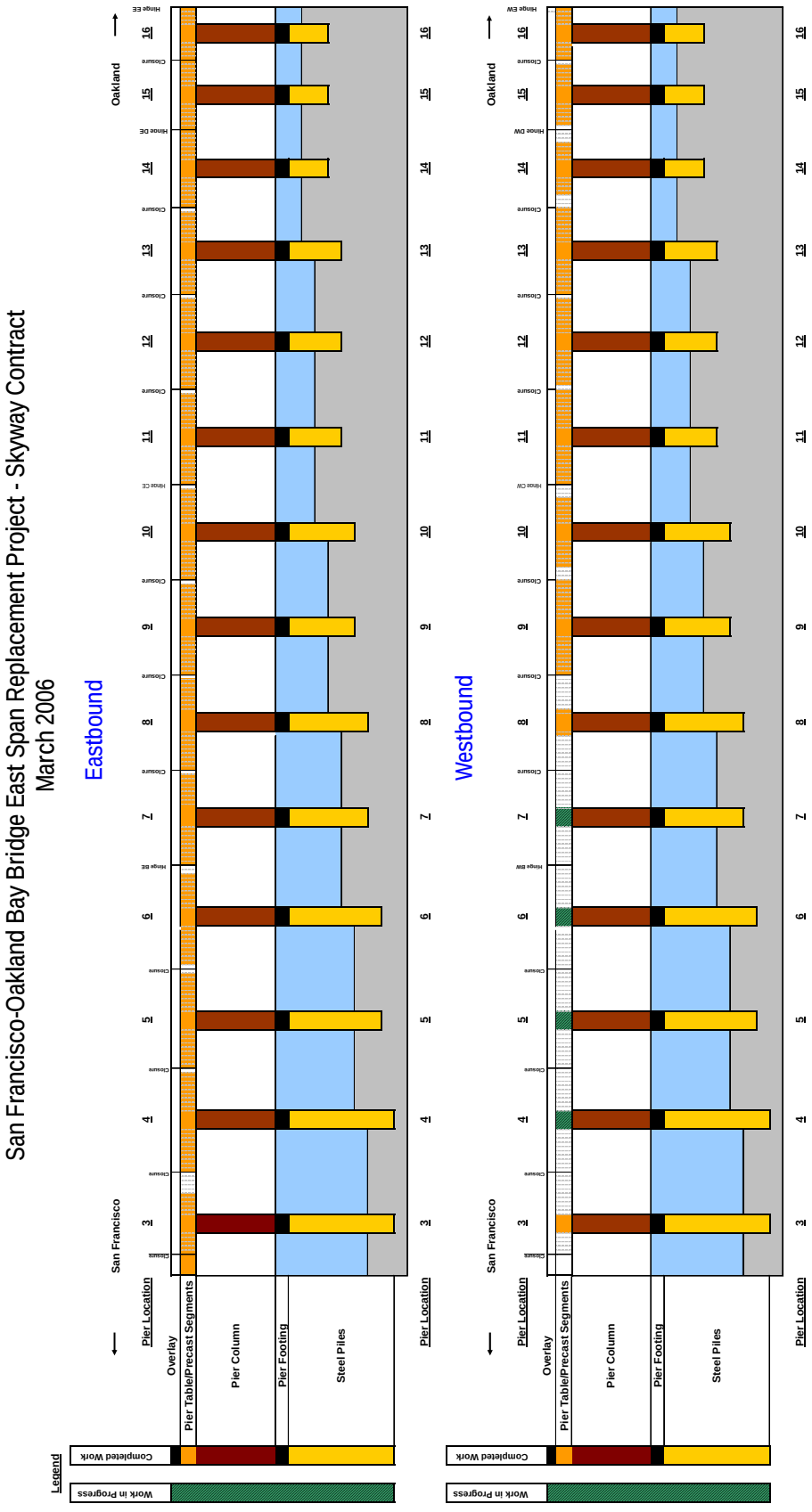
Installed Orthotropic Box Girder-West End Skyway

Hinge Pipe Beam Ready for Installation

Hinge Pipe Beam Installed

Installed Orthotropic Box Girder - Eastbound Skyway (1)

Installed Orthotropic Box Girder - Eastbound Skyway (2)


San Francisco-Oakland Bay Bridge East Span Replacement Project - Skyway Contract
March 2006
Eastbound
Westbound
San Francisco
Oakland
Pier Location
Overlay
Pier Table/Precast Segments
Pier Column
Pier Footing
Steel Piles
Legend
Completed Work
Work In Progress

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

SELF-ANCHORED SUSPENSION (SAS) SUPERSTRUCTURE CONTRACT

Contract Description: The Self-Anchored Suspension (SAS) Superstructure contract constructs a signature tower span between the skyway and the Yerba Buena Island transition structure. Work on the SAS bridge has been split between three contracts—the SAS Superstructure (in advertisement), the SAS E2/T1 Foundation (under construction), and the SAS W2 Foundation (completed).

SAS Superstructure Cost Summary ($Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (02/2006)	Cost To Date (01/2006)	Cost Forecast (12/2005)	Variance
a	b	c	d = b + c	e	f	g = f - d
East Span - SAS Superstructure						
Capital Outlay Support	214.6	-	214.6	17.2	214.6	-
Capital Outlay Construction	1,753.7	-	1,753.7	-	1,767.4	13.7
TOTAL	1,968.3	-	1,968.3	17.2	1,982.0	13.7

Note: Details may not sum to totals due to rounding effects.

SAS Superstructure Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (02/2006)	Contract Complete Schedule Forecast (02/2006)	Schedule Variance (Months)
East Span - SAS Superstructure	March 2012	12	March 2013	September 2012	(6)

Contract Status: The SAS Superstructure Contract was re-advertised on August 1, 2005. Bid opening was originally scheduled for February 1, 2006 but has been changed to March 22, 2006. Two outreach sessions were held during August, 2005. A Contractor/ Fabricator/Supplier meeting was held on September 23, 2005. A final outreach meeting for potential bidders was held on November 30, 2005. As of March 7, 2006, Caltrans has evaluated and responded to 295 contractor inquiries out of a total of 329 received.

At the direction of the TBPOC, Addendum #7 was issued by Caltrans on January 23, 2006. The major revisions included in the Addendum #7 are as follows:

- The bid opening date for the SAS contract has been extended from February 1, 2006 to March 22, 2006 to allow contract bidders more time to better prepare bids and develop their construction teams. To help mitigate some of this extended time Caltrans will reduce its bid review process from 60 days to 30 days for awarding the contract. The award date will be April 21, 2006 with a resulting overall delay of 20 days.
- 180 days has been added to the current SAS contract to accommodate for the time bidders have requested to produce and approve engineering drawings, full scale models and to address steel fabrication and delivery timeframes. A not-to-exceed six-month $50,000 per day incentive clause has been added to the contract to reward and encourage the contractor to save time. As a result, the

projected open-to-traffic dates for the new East Span are September 2012 for westbound direction and September 2013 for the eastbound direction without achieving the early completion incentives. If early completion incentives are achieved, then these dates would be March 2012 and March 2013, respectively.

- The stipend offered to contractors submitting responsive bids has been raised to $5 million to be awarded to the top three bidders, which makes submitting a bid more inviting by compensating contractors for extensive bid preparation work.

The TBPOC has determined that one of the biggest risks to the cost of the project is the potential of not having competition from multiple bidders. Therefore, based on requests from potential bidders, the revisions incorporated into Addendum #7 are intended to increase competition and lower project costs.

The estimate-at-completion forecast for the project is being re-evaluated to reflect recent TBPOC direction concerning schedule revisions, increased stipend amounts, and incentives.

Contract Issues:

Issue	Mitigating Action
Caltrans' Risk Management evaluation of the project identified the potential lack of bidder competition as the greatest risk to maintaining project cost and schedule.	To increase number of bidders, the TBPOC has approved actions to de-federalize the SAS contract, revise the Cost Reduction Incentive Program (CRIP) to be more financially advantageous to contractors, increase the bidder's stipend to $5 million to the lowest three responsive bidders, hold additional contractor outreach sessions, extend bid time and extend contract duration.

Recent TBPOC Actions: In December 2005, the TBPOC approved Addendum #5 for the SAS Contract, which extended the completion schedule for the project by 6 months and provided for contractor access from the Oakland Mole via Westbound OTD and Skyway. Addendum #5 was issued by Caltrans on December 21, 2005. Also, in December 2005, the TBPOC approved Addendum #6 which consisted of various specification changes. In January 2006, the TBPOC approved Addendum #7, as discussed on pages 9, 12, and 13.

Contract Photographs

SAS Superstructure Artist Rendition

View of the Western end of the Skyway contract that will connect with the future SAS contract.

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

SELF-ANCHORED SUSPENSION (SAS) E2/T1 FOUNDATIONS CONTRACT

Contract Description: The Self-Anchored Suspension (SAS) E2/T1 Foundation contract constructs the main tower foundation at T1 and the adjacent east foundation at E2.

SAS E2/T1 Foundation Cost Summary ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (02/2006)	Cost To Date (01/2006)	Cost Forecast (12/2005)	Variance
a	b	c	d = b + c	e	f	g = f - d
East Span - SAS E2 / T1 Foundations						
Capital Outlay Support	52.5	-	52.5	8.2	52.5	-
Capital Outlay Construction	313.5	-	313.5	91.3	313.5	-
TOTAL	366.0	-	366.0	99.5	366.0	-

Note: Details may not sum to totals due to rounding effects.

SAS E2/T1 Foundation Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (02/2006)	Contract Complete Schedule Forecast (02/2006)	Schedule Variance (Months)
East Span - SAS E2 / T1 Foundations	June 2008	(3)	March 2008	March 2008	-

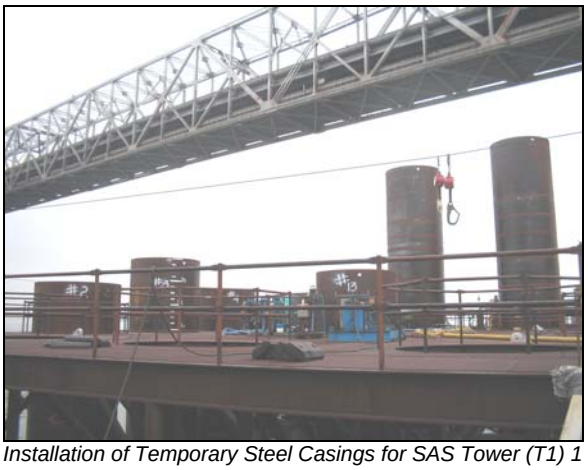
Contract Status: The contract is 31% complete as of February 2006. Most of the completed work was the fabrication of steel piles. The original contract cost for the project was $177 million. On July 29, 2005, Caltrans notified the contractor to restart the work on the project. The proposal for the revised schedule was received from the contractor on September 23, 2005. The contractor has signed a change order involving contract changes and compensation for the suspension and re-start of work. Contractor has set the steel template for the piling for the T1 foundation and is continuing with field preparations for the restart work. Construction of stairs for access from YBI to the trestle leading to the T1 foundation is completed. Template installation at T1 is complete. Installation of temporary casings at T1 started on January 30, 2006. Steel fabrication for E2/T1 piles and footing boxes continue at fabrication facilities.

Contract Issues:

Issue	Mitigating Action
Gaining firm commitment dates for cost-effective steel delivery from suppliers as part of E2/T1 Foundations restart is critical to resuming work.	Contractor submitted a January Schedule Update that meets the new contract requirements. Delivery of the 95mm steel plate continues on schedule to meet fabrication requirements.

Recent TBPOC Actions: In November 2005, the TBPOC approved CCO #29 concerning the restart of work on this contract. This executed CCO added $81 million in cost (within the contract budget); and reduced the contract schedule by 3 months from the AB144/SB66 baseline. This CCO also provided for an early completion bonus for up to 3 additional months.

Project Photographs

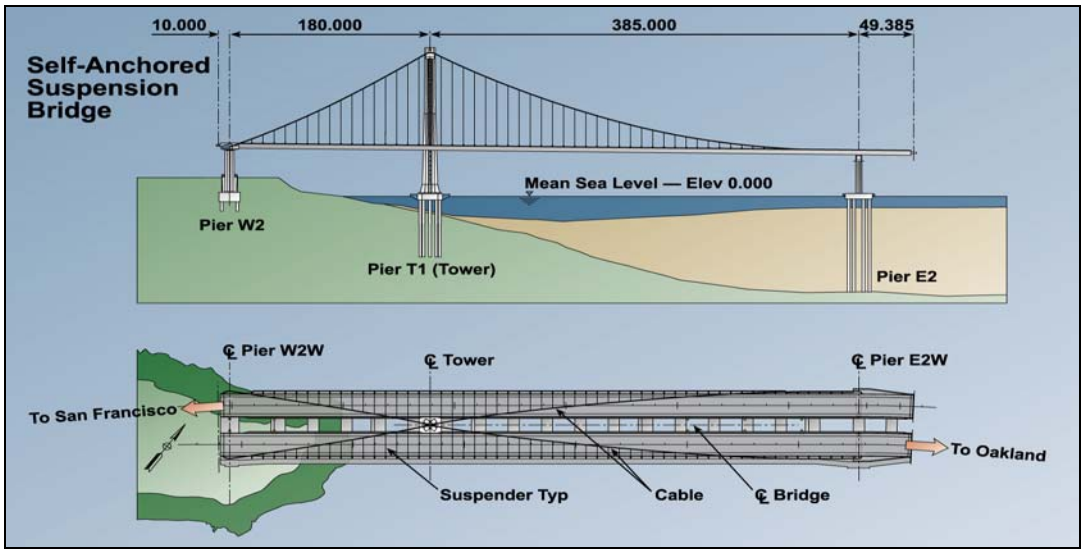


Installation of Temporary Steel Casings for SAS Tower (T1) 1

Installation of Temporary Steel Casings for SAS Tower (T1) 2

Installed Steel Pipe casings at the SAS T1 Tower Foundation (Picture 1)

Installed Steel Pipe casings at the SAS T1 Tower Foundation (Picture 2)



Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

YERBA BUENA ISLAND (YBI) SOUTH/SOUTH DETOUR CONTRACT

Contract Description: The Yerba Buena Island (YBI) South/South Detour Contract constructs a temporary detour from the YBI tunnel to the existing east span of the Bay Bridge. This detour maintains traffic on the existing bridge while the YBI Transition Structure Contract completes the tie-in from the SAS to the existing tunnel.

YBI South/South Detour Cost Summary ($Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (02/2006)	Cost To Date (01/2006)	Cost Forecast (12/2005)	Variance
a	b	c	d = b + c	e	f	g = f - d
YBI South/South Detour						
Capital Outlay Support	29.5	-	29.5	14.3	29.5	-
Capital Outlay Construction	131.9	-	131.9	30.0	131.9	-
TOTAL	161.4	-	161.4	44.3	161.4	-

Note: Details may not sum to totals due to rounding effects.

YBI South/South Detour Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (02/2006)	Contract Complete Schedule Forecast (02/2006)	Schedule Variance (Months)
YBI South / South Detour *	July 2007	-	July 2007	July 2007	-

** Contract schedule under assessment. See Contract Issues below.*

Contract Status: The contract is 37% complete as of February 20, 2006. To minimize impacts on the traveling public, portions of the East and West Tie-in field operations remain suspended with the exception of the work in the vicinity of Southgate road. The contract is performance based, whereby the contractor is responsible for both designing and constructing the detour structures. The contractor has formed and cast-poured columns at Bents 48, 49, and 50 and continues to cast the remaining column segments at Bents 51L, 51R, 52L & 52R. Southgate Road has been reopened in one direction for traffic to proceed towards the lower deck Eastbound onramp. Review and comment continues on the submitted final design packages of the viaduct and working towards the resolution of outstanding design issues on the Viaduct and West Tie-In segments. Caltrans is completing reviewing of the final East Tie-In (ETI) design package and will return comments to the Contractor Due to the suspensions on the contract; the contractor's fabricator can no longer maintain this work on their fabrication schedule. As a result, the Contractor is evaluating other shops for fabrication of the structural steel elements.

Caltrans is forecasting a $1.9 million increase in cost for the South/South Detour contract due to an extension of the contract to integrate with the schedule of the re-advertised SAS contract; this amount can be addressed by existing contract contingency. See Contract Issues below.

Contract Issues:

Issue	Mitigating Action
Delay to the SAS contract due to re-advertising and Addenda #5 and #7 to the SAS contract has impacts on the South/South Detour Contract.	CCO #24 included a contract time extension to July 1, 2007 in order to align the schedule for this contract with the schedule requirements on the SAS contract. As a result of the SAS completion being extended by 12 months due to Addenda #5 and #7, impact and mitigation options for this Contract are being evaluated.

Recent TBPOC Actions: In December 2005 the TBPOC approved CCO #24 which provided a time extension to the contract along with compensation for time related overhead made necessary by changes to the SAS contract schedule. Total cost for this CCO is $7 million. Total time added to the schedule is 381 days. Note that the Baseline Contract Completion Date and budget estimates shown above already accounts for the impact of this CCO.

Contract Photographs

Temporary Bypass Structure (in yellow)

Casting of first column segment at Bent 51 left

Installation of Column Rebar Cage for SSD Viaduct

Southgate road reopened to one way traffic headed towards the lower deck of the Eastbound onramp

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

OTHER MAJOR CONTRACTS IN DESIGN

Contract Description: Caltrans is currently designing a number of other major construction contracts that will be necessary prior to opening the new east span, including the Oakland Touchdown and the YBI Transition Structure. Following opening of the new bridge, the existing bridge will be removed with the Bridge Demolition contract.

Other Major Contracts Cost Summary ($Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (02/2006)	Cost To Date (01/2006)	Cost Forecast (12/2005)	Variance
A	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	238.8	-	238.8	31.7	256.5	17.7
Capital Outlay Construction						-
YBI Transition Structure	299.3	-	299.3	-	318.4	19.1
Oakland Touchdown	283.8	-	283.8	-	272.7	(11.1)
Existing Bridge Demolition	239.2	-	239.2	-	222.0	(17.2)
Stormwater Treatment Measures	15.0	-	15.0	-	15.0	-
Total Capital Outlay Construction	837.3	-	837.3	-	828.1	(9.2)
TOTAL	1,076.1	-	1,076.1	31.7	1,084.6	8.5

Note: Details may not sum to totals due to rounding effects.

Other Major Contracts Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (02/2006)	Contract Complete Schedule Forecast (02/2006)	Schedule Variance (Months)	Dsn% Comp.
Stormwater Treatment Measures	March 2008	-	March 2008	July 2008	4	100
YBI Transition Structure	November 2013	12	November 2014	May 2014	(6)	80
Oakland Touchdown	November 2013	12	November 2014	May 2014	(6)	TBD
Existing Bridge Demolition	September 2014	12	September 2015	March 2015	(6)	10

Contract Status:

Stormwater Treatment Measures: This contract to implement best practices for stormwater runoff treatment at the toll plaza area was advertised on January 9, 2006. Bids were opened on March 7, 2006. The lowest bidder on the project was Diablo Contractors (out of total 7 bids submitted). Construction is scheduled to begin May 2006.

Oakland Touchdown: The TBPOC authorized Caltrans to split the Oakland Touchdown project into multiple contracts to accelerate work and to reduce the risk of any of this work impacting the critical path for the project. The first contract would construct all the marine foundation work and west-bound approach work earlier to keep the work off the project's critical path and is forecast to be complete in July 2009. The second contract would construct the remaining east-bound approach when west-bound traffic is shifted onto the new SAS and is now

scheduled to be complete in November 2014. However, assuming the SAS contractor achieves the six-month early completion incentive, the forecast completion date for this contract is May 2014. The third contract would replace the existing submarine electrical cable from Oakland to Treasure Island and it is forecast to be completed in October 2007. It will be the first to be constructed to avoid possible construction conflicts. The fourth contract would incorporate most of the electrical elements from OTD as well as from other segments of the East Span into a single contract and is currently being scoped. Due to the split, the capital outlay forecast for this work has been reduced from $283.8 million to $272.7 million, saving $11.1 million. However, the capital outlay support for the contract was increased to cover the additional work to split the contract and to administer four separate contracts over a longer duration rather than the original single contract. This COS impact is estimated at $17.7 million, and includes engineering, support and administration costs. Currently, the adjustments can be funded from contingencies in Other Budgeted Capital. Caltrans recently issued for review 95% Plans, Specifications and Engineer's Estimate (PS&E) documents for the Relocation of the Existing Submarine Cable. As a result of extending the SAS contract duration by 12 months, the Oakland Touchdown completion date has been extended by 12 months.

YBI Transition Structure: This contract is currently being designed by Caltrans. In February 2006, TBPOC authorized the split of the YBI contract into two contracts. The first contract will construct the mainline YBI transition structures and all work required to place traffic onto the new bridge. The second contract will include demolition of the South South Detour, completion of the new eastbound on-ramp and YBI restoration activities. Caltrans is initiating the design effort to split the contract documents. As part of an ongoing cost review process, Caltrans is reporting a $19.1 million increase in the Estimate at Completion amounts for the contract. Most of the cost increase is due to a higher estimate for electrical work and escalation cost due to the changed schedule. Currently, these charges can be funded from contingencies in Other Budgeted Capital. The contract schedule completion date has been extended by 12 months due to a 12-month delay to the East Bound Open to Traffic date caused by the impact to the SAS contract completion due to SAS Addenda #5 and #7. This impact would be reduced to 6 months if the SAS early completion is achieved.

Bridge Demolition: Design is 10% complete and currently on hold. Caltrans recent budget estimates reduce the budget for the demolition work by $17.2 million due to a re-evaluation of the cost escalation rates. The contract schedule completion date has been extended by 12 months due to a 12-month SAS contract extension. This impact would be reduced to 6 months if the SAS early completion is achieved.

Recent TBPOC Actions: In February 2006 the TBPOC authorized the split of the YBI contract into two contracts.

Contract Photographs

Artist's Rendition of Oakland touchdown Aerial View

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

OTHER COMPLETED CONTRACTS AND RELATED WORK

Summary Description: Substantial work has already been performed on the SFOBB East Span Replacement project to facilitate construction of the mainline construction contracts.

Other Contracts and Related Work Cost Summary ($Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (02/2006)	Cost To Date (01/2006)	Cost Forecast (12/2005)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	227.0	-	227.0	208.9	227.0	-
Right-of-Way and Environmental Mitigation	72.4	-	72.4	38.7	72.4	-
Capital Outlay Construction						-
SAS W2 Foundations	26.4	-	26.4	25.7	26.4	-
YBI/SAS Archeology	1.1	-	1.1	1.1	1.1	-
YBI - USCG Road Relocation	3.0	-	3.0	2.8	3.0	-
YBI - Substation and Viaduct	11.6	-	11.6	11.2	11.6	-
Oakland Geofill	8.2	-	8.2	8.2	8.2	-
Pile Installation Demonstration Project	9.2	-	9.2	9.2	9.2	-
Existing East Span Retrofit	30.8	-	30.8	30.8	30.8	-
Total Capital Outlay Construction Completed	90.3	-	90.3	89.0	90.3	-
TOTAL	389.7	-	389.7	336.6	389.7	-

Note: Details may not sum to totals due to rounding effects.

Other Contracts and Related Work Schedule Summary

Project	Actual Project Completion Date
Existing East Span Retrofit	March 1998
Interim Retrofit	July 2000
Pile Installation Demolition Project	December 2000
YBI / SAS Archaeology	January 2003
Oakland Geofill	April 2003
YBI – USCG Road Relocation	June 2004
SAS W2 Foundations	October 2004
YBI Substation and Viaduct	May 2005

Summary Status: Construction has been completed on the above listed contracts. Caltrans continues to work with various environmental agencies to conduct compliance inspections and monitor and mitigate any environmental impacts from the project.

Contract Issues: None.

Recent TBPOC Actions: None.

Project Photographs

San Francisco-Oakland Bay Bridge Night View

San Francisco-Oakland Bay Bridge Aerial View

Completed W2 pier columns at the Yerba Buena Island, which will be the western support of the Self-Anchored Suspension (SAS) Structure

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) West Approach Replacement Project

Project Description: The SFOBB West Approach Replacement Project will replace the entire west approach structure from the 5th Street to the west anchorage of the existing west spans of the SFOBB while maintaining existing traffic lanes for the weekday commute.

SFOBB West Approach Replacement Cost Summary ($Millions)

Project	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (02/2006)	Cost To Date (01/2006)	Cost Forecast (12/2005)	Variance
a	b	c	d = b + c	e	f	g = f - d
West Approach						
Capital Outlay Support	120.0	-	120.0	72.6	120.0	-
Capital Outlay Construction	309.0	-	309.0	180.2	309.0	-
TOTAL	429.0	-	429.0	252.8	429.0	-

Note: Details may not sum to totals due to rounding effects.

SFOBB West Approach Replacement Schedule Summary

Project	AB 144/SB 66 Project Completion Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (02/2006)	Contract Complete Schedule Forecast (02/2006)	Schedule Variance (Months)
West Approach	August 2009	-	August 2009	August 2009	-

Project Status: Construction is 65% complete as of February 20, 2006, which includes mobilization expenses. Seismic retrofit construction is continuing throughout the project. Major ongoing work during February included substructure construction activities for the I-80 mainline structures, the 5th Street and Harrison Street off ramps, and the 4th Street retrofit work; and superstructure construction activities for Frame 7U (North).

Caltrans is continuing preparations for the demolition of Frame 8U (North), currently scheduled for early June 2006. Prior to the demolition, Caltrans will be opening a traffic bypass lane (split) for mainline I-80 traffic at the Fremont/Folsom Street off ramp that will maintain the existing number of through traffic lanes during the Frame 8U(North) demolition and reconstruction work. During the demolition, the 1st and Essex Street on ramps to the lower deck will be closed throughout the weekends and the lower deck will be closed at night during the tendon cutting. Significant traffic congestion on I-80 and on local streets in downtown San Francisco is expected, however, Caltrans is working with BART to provide 24-hour transbay service and with 511 to disseminate information. Caltrans will be also briefing the BATA Oversight Committee in April 2006.

Progress also continues on the development of the work plan for the demolition of Frames 7U (South) and 8U (South), tentatively scheduled for late August. The TBPOC was briefed in February 2006 on the traffic management and work plans for this scope.

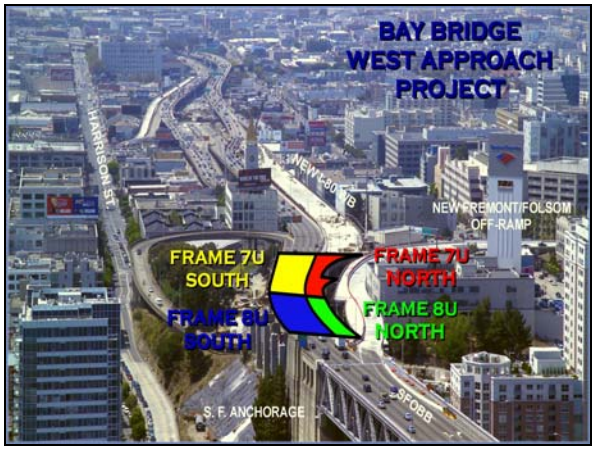
Project Issues:

Issue	Mitigating Action
Ensuring the demolition of Frames 7U(S) and 8U(S) in September 2006 in a way that optimizes schedule and minimizes impact to traffic.	The proposed demolition workplan and traffic management / closure plans were presented to the TBPOC in February 2006. See "Recent TBPOC Actions" below.

Recent TBPOC Actions: In February 2006, on the West Approach Project, the TBPOC approved a weekend closure option for the demolition of frames 7U and 8U South over a period of two full weekends in lieu of the six weekend partial lane closures currently called for in the contract.

Project Photographs

4 Sections Frames 7U - 8U



4 Sections Frames 7U - 8U

Interim Eastbound I-80: Stage 6 Detour (ST6D)

West Approach at 4th Street looking east.

West Approach Project Stages

Toll Bridge Seismic Retrofit Program

Richmond-San Rafael Bridge (RSRB) Seismic Retrofit Project

Project Description: The Richmond-San Rafael (RSR) Bridge Seismic Retrofit Project strengthened the existing bridge to withstand the effects of a large seismic event. As part of the retrofit work, Caltrans performed work to strengthen the bridge foundations, replace the existing west trestle, the main channel fenders, and the joint rehabilitation of the bridge deck. (The RM1 work is reported in the RM1 section of the report).

RSRB Seismic Retrofit Cost Summary ($Millions)

Project	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (02/2006)	Cost To Date (01/2006)	Cost Forecast (12/2005)	Variance
a	b	c	d = b + c	e	f	g = f - d
RSRB Seismic Retrofit						
Capital Outlay Support	134.0	-	134.0	124.5	127.0	(7.0)
Capital Outlay Construction	780.0	-	780.0	663.6	698.0	(82.0)
TOTAL	914.0	-	914.0	788.1	825.0	(89.0)

Note: Details may not sum to totals due to rounding effects.

** The seismic retrofit contract included work to rehabilitate the bridge deck joints. Although the deck joint work was funded from RM1 toll funds, the work is also eligible for Toll Bridge Seismic Retrofit Program funding. In July 2005, BATA rescinded $16.9 million in RM1 funds for the deck joint work to make additional RM1 funds available for the New Benicia-Martinez Bridge Project. An equivalent amount of seismic funds will be used on the deck joint work, which is included in the budget above. This issue is also discussed in the RM1 portion of the report on page 42.*

RSRB Seismic Retrofit Schedule Summary

Project	AB 144/SB 66 Project Completion Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (02/2006)	Contract Complete Schedule Forecast (02/2006)	Schedule Variance (Months)
RSRB Seismic Retrofit	August 2005	-	August 2005	October 2005	2

Project Status: Caltrans achieved seismic safety on the bridge in July 2005. Caltrans is expecting at least $89 million in savings from the AB 144 / SB 66 budget. The construction contract was completed and accepted on October 28, 2005 A Proposed Final Estimate was submitted to the contractor, who responded with no exceptions in December 2005. Caltrans is currently withholding approximately $100,000 for the production of as-built drawings, which are expected to be received from the contractor in February. At such time as these drawings are received, the $100,000 withholding amount will be released to the contractor, and the Final Estimate will be processed. Caltrans is in the process of finalizing project plans and specifications for a public access lot on the Marin side of the bridge to comply with a Bay Conservation and Development Commission (BCDC) permit condition. The Plans, Specifications and Estimate (PSE) for this scope have been submitted to the District Office Engineer for review and returned. Comments are now being incorporated.

Contract Issues: None.

Recent TBPOC Actions: None.

Toll Bridge Seismic Retrofit Program

Other Completed Seismic Retrofit Projects

Summary Description: Caltrans has already completed the seismic retrofits of the West Spans of the SFOBB, the existing 1958 Carquinez Bridge, the existing Benicia-Martinez Bridge, the San Mateo-Hayward Bridge, and two former toll bridges in southern California.

Other Completed Seismic Retrofit Projects Cost Summary ($Millions)

Project	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (02/2006)	Cost To Date (01/2006)	Cost Forecast (12/2005)	Variance
a	b	c	d = b + c	e	f	g = f - d
San Francisco-Oakland Bay Bridge West Span Seismic Retrofit Project	307.9	-	307.9	300.9	307.9	-
Carquinez Bridge Retrofit Project	114.2	-	114.2	114.2	114.2	-
Benicia-Martinez Bridge Retrofit Project	177.8	-	177.8	177.8	177.8	-
San Mateo-Hayward Bridge Retrofit Project	163.5	-	163.5	163.4	163.5	-
Vincent Thomas Bridge Retrofit Project	58.5	-	58.5	58.4	58.5	-
San Diego-Coronado Bridge Retrofit Project	103.5	-	103.5	102.6	103.5	-
TOTAL	925.4	-	925.4	917.3	925.4	-

Note: Details may not sum to totals due to rounding effects. Capital Outlay Support and Capital Outlay have been combined.

Other Completed Seismic Retrofit Projects Schedule Summary

Project	Actual Project Completion Date
Vincent Thomas Bridge Retrofit	May 2000
San Mateo-Hayward Bridge Retrofit	June 2000
Carquinez Bridge Retrofit	January 2002
San Diego-Coronado Bridge Retrofit	June 2002
Benicia-Martinez Bridge Retrofit	August 2002
SFOBB West Span Seismic Retrofit	June 2004

Summary Status: Construction has been completed on the above listed projects. The Estimate at Completion amounts shown above include allowances for minor project closeout costs.

Contract Issues: None.

Recent TBPOC Actions: None.

Toll Bridge Seismic Retrofit Program

Other Toll Bridges

Dumbarton and Antioch Bridges

The original design of the Dumbarton and Antioch Bridges were based on design criteria developed after the 1971 San Fernando Earthquake. In the early 1990's, Caltrans determined that these two structures had the seismic resistant features required by the post 1971 codes and were not likely to be vulnerable during a major seismic event. Since that time, Caltrans has pursued an aggressive seismic research program, and based on the results of this program, significantly revised its seismic design practice in the late 1990's. Consistent with recommendations by the Caltrans Seismic Advisory Board, Caltrans regularly reassesses the seismic hazard and performance of its bridges. Due to the tremendous changes in seismic design practice that have occurred since the design of the Dumbarton and Antioch bridges, a comprehensive assessment of the potential need and scope for seismic retrofit based on current knowledge is prudent.

Previous Reports

A number of limited studies have been made of these bridges in the past. However, none of the studies have fully assessed the seismic performance of the structures under current standards.

Vulnerability Studies

In late 2004, Caltrans initiated vulnerability studies on the Dumbarton and Antioch bridges. The purpose of these studies was to determine if the bridges would meet current seismic performance standards. The studies were essentially completed in May 2005. They were not a complete global analysis, but rather an investigation of selected bents modeled as independent structures. The analysis was limited in scope and based on as-built plans and currently available geotechnical information. The superstructure response was not analyzed.

The Dumbarton and Antioch Bridges have many seismic resistant features, and the results of the vulnerability studies indicate that the bridges should perform well in a moderate seismic event. However, during a major seismic event, some potential vulnerabilities (summarized below) become apparent.

- Foundation response generally governs performance. The piles may plunge axially and potentially cause permanent footing rotations.
- Potentially large foundation displacements and rotations may result in deformations that can't be easily repaired.
- The bent cap, pile cap, pile and superstructure are not capacity protected by the ductile columns and, as a result, these elements may be damaged in a major event, especially if the foundation is retrofitted.

Given the limitations of the studies, there was insufficient evidence to conclusively determine the performance of the bridges during a maximum credible earthquake (MCE). While the Dumbarton and Antioch bridges may meet performance standards, a more comprehensive technical study is necessary to understand the performance of these structures during an MCE event. A study of this level is necessary to accurately determine the structures' response and to develop any necessary retrofit strategies. A comprehensive geotechnical study using the latest analysis techniques is likely necessary in order to perform this level of analysis.

Sensitivity Analysis

As a follow-up to the Vulnerability Study, a sensitivity analysis is being performed on a single representative bent used in the Vulnerability Study (Bent 23 of the Dumbarton Bridge). The goal of the analysis is to determine the structural response associated with uncertainties in the geotechnical data. An envelope of soil conditions (best-case and worst case scenarios) was used in the analysis. The results of the Sensitivity Analysis will be used to determine the scope and value of conducting further geotechnical studies.

While the Sensitivity Analysis is ongoing, preliminary results indicate that the seismic response of the bridge is largely dependant on the soil conditions and that a comprehensive geotechnical investigation is essential for understanding the bridge's performance during a major seismic event. A value analysis team have been put together to future define the geophysical investigation requirement which will be required to complete the strategy report for the project. The value analysis is scheduled to be completed by the end of May 2006.

Cost and Schedule

A preliminary cost estimate, schedule, and an initial risk analysis have been developed to complete a comprehensive seismic analysis for each bridge. The preliminary estimate and schedule were developed as a baseline assuming a complete geotechnical and geophysical investigation is required at each bridge.

The TBPOC will consider how to proceed with this comprehensive seismic analysis in the coming months, and will update the Legislature in the First Quarter report for 2006.

Antioch Bridge

Dumbarton Bridge

PROJECT / CONTRACT REPORTS

Regional Measure 1 Program

New Benicia-Martinez Bridge Project Summary

- New Benicia-Martinez Bridge Contract
- Other Contracts and Related Project Activities

New Carquinez Bridge Project

Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation Project

Richmond-San Rafael Bridge Trestle Deck Overlay Project

Interstate 880 / State Route 92 Interchange Reconstruction

Other Completed Regional Measure 1 Projects

- San Mateo–Hayward Bridge Widening Project
- Richmond Parkway Project
- Bayfront Expressway Widening Project

Regional Measure 1 Program

New Benicia-Martinez Bridge Project Summary

Project Description: The new Benicia-Martinez Bridge project constructs a new parallel bridge just east of the existing bridge. The project will include reconstructed interchanges to the north and south of the bridges and a new toll plaza and administration building in Martinez.

New Benicia-Martinez Bridge Project Cost Summary ($Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (02/2006)	Cost To Date (01/2006)	Cost Forecast (12/2005)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	157.1	21.1	178.2	157.8	178.2	-
Right-of-Way and Others	20.4	(0.1)	20.3	12.2	20.3	-
Capital Outlay						-
New Bridge	672.0	112.0	784.0	672.0	784.0	-
I-680/I-780 Interchange Replacement	76.3	16.1	92.4	70.2	92.4	-
I-680/Marina Vista Interchange Reconstruction	51.5	3.4	54.9	52.4	54.9	-
New Toll Plaza	24.3	2.0	26.3	18.3	26.3	-
Existing Bridge & Interchange Modifications	17.2	10.9	28.1	-	28.1	-
Other	20.3	(1.3)	19.0	15.0	19.0	-
Project Reserve	20.8	39.0	59.8	-	59.8	-
TOTAL	1,059.9	203.1	1,263.0	997.9	1,263.0	-

Note: Details may not sum to totals due to rounding effects.

** The budget and estimate at completion includes approximately $33 million in non-toll bridge funds (Proposition 192 and SHOPP).*

New Benicia-Martinez Bridge Project Schedule Summary

Contract	BATA Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (02/2006)	Contract Complete Schedule Forecast (02/2006)	Schedule Variance (Months)
I-680/Marina Vista Interchange Reconstruction	March 2006	1	April 2006	April 2006	-
New Toll Plaza	June 2006	-	June 2006	August 2006	2
New Benicia-Martinez Bridge	December 2007	-	December 2007	December 2007	-
I-680/I-780 Interchange Replacement	December 2007	-	December 2007	February 2008	2
Open to Traffic	December 2007	-	December 2007	December 2007	-
Existing Bridge & Interchange Modifications	December 2009	-	December 2009	December 2009	-

Project Status: All major construction projects necessary to open the bridge are currently in construction. Numerous foundation and superstructure issues have significantly delayed the new bridge contract. See the following contract detail pages for more information. Note that the remaining expenditures required on the "Right-of-Way and Others" category represents environmental permitting and mitigation. On December 21, 2005, BATA approved a budget increase resulting in a revised total of $1.263 billion.

Project Issues

Issue	Mitigating Action
To open the bridge, Caltrans will have to coordinate opening and close-out activities among the different contractors that will be active on the project. These activities including structural bridge and electrical tie-ins have been complicated by the delays to the new bridge. As identified in Caltrans Risk Management Plan, these delays also may further escalate support and material costs on the project.	Based on the Caltrans Risk Management Plan, BATA has budgeted a program contingency to fund these potential increases. Caltrans also is completing a comprehensive schedule of all activities necessary to open the new bridge to traffic. As necessary, Caltrans will be negotiating with their contractors to resolve any final opening and close-out activities to open the bridge.

Recent TBPOC Actions: See the following contract detail pages for more information.

Project Photographs

Bridge Deck Rebar Installation (1)

Benicia Hinge Box 1

Bridge Span Falsework

Benicia Hinge Box 2

Project Photographs cont.

Closure between Frame 4 and 5 of New Span

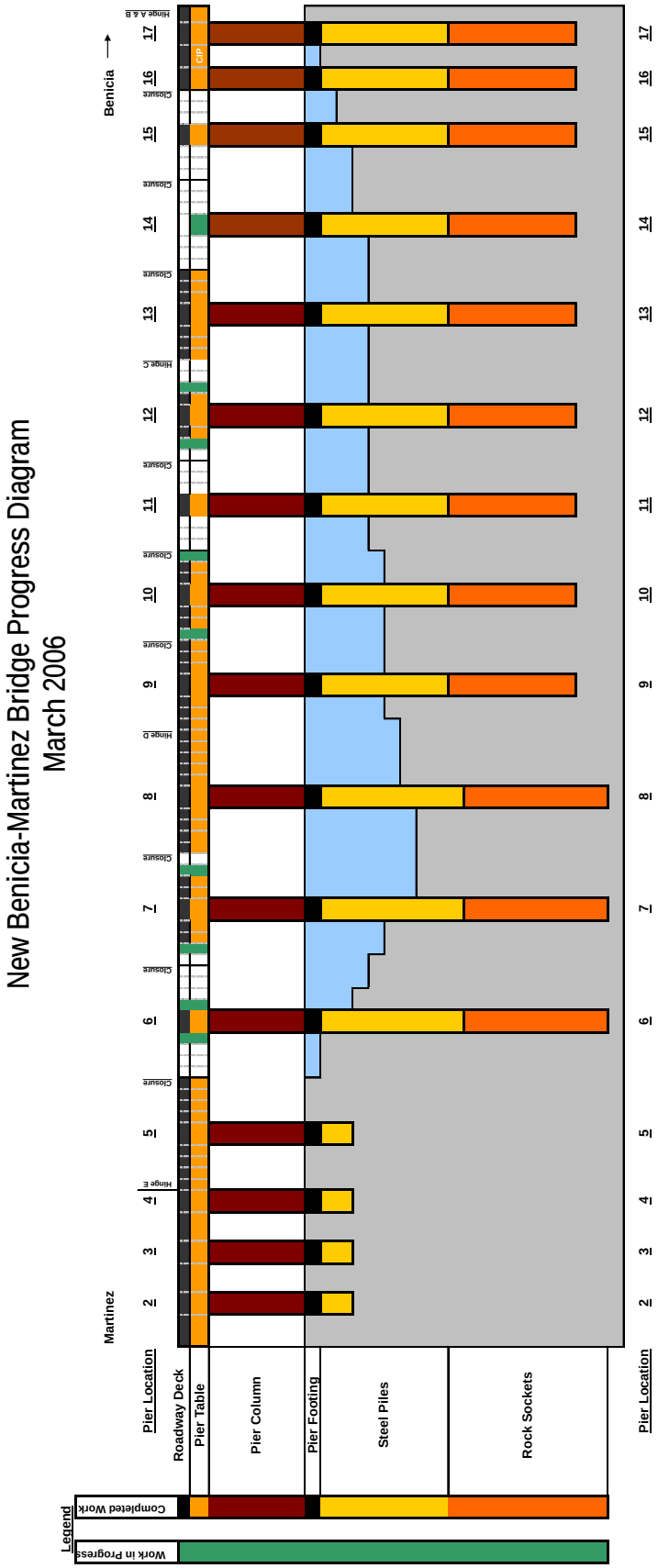
New Bridge alignment looking South 1

New Bridge alignment looking South 2

New Bridge Span looking North

Pier Table 14

Pier Table 6 and 7 Segment Construction


New Benicia-Martinez Bridge Progress Diagram
March 2006
Benicia
Martinez
Hinge A & B
Hinge C
Hinge D
Hinge E
Closure
CIP
17
16
15
14
13
12
11
10
9
8
7
6
5
4
3
2
Pier Location
Roadway Deck
Pier Table
Pier Column
Pier Footing
Steel Piles
Rock Sockets
Legend
Completed Work
Work In Progress

Regional Measure 1 Program

New Benicia-Martinez Bridge Project

NEW BENICIA-MARTINEZ BRIDGE CONTRACT

Contract Description: The new bridge contract constructs a new cast-in-place segmentally constructed reinforced concrete bridge just east of the existing bridge. The new bridge will carry five lanes of eastbound I-680 traffic towards Benicia.

New Benicia-Martinez Bridge Cost Summary ($Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (02/2006)	Cost To Date (01/2006)	Cost Forecast (12/2005)	Variance
a	b	c	d = b + c	e	f	g = f - d
New Benicia-Martinez Bridge						
Capital Outlay Support	84.9	7.3	92.2	84.9	92.2	-
Capital Outlay Construction	672.0	112.0	784.0	672.0	784.0	-
TOTAL	756.9	119.3	876.2	756.9	876.2	-

Note: Details may not sum to totals due to rounding effects.

New Benicia-Martinez Bridge Schedule Summary

Contract	BATA Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (02/2006)	Contract Complete Schedule Forecast (02/2006)	Schedule Variance (Months)
New Benicia-Martinez Bridge	December 2007	-	December 2007	December 2007	-

Contract Status: The contract is 78 % complete based on the current revised schedule. All substructure and column work has been completed. Superstructure work is continuing throughout the project. For the cast-in-place portion of the bridge over the straits (Frames 2 and 3), 9 of 11 of the pier tables have been completed with work remaining on Piers 14 and 15 and segment construction has been started or completed on 8 of 11 piers. Segment construction has been completed at Piers 5, 9, and 13 and is on-going at Piers 6, 7, 10, and 12 using the reusable form travelers and at Pier 8 on temporary support platform along with the Hinge D installation. Through January, 191.5 of 344 (56%) segments have been completed. In order to maintain concrete temperature within the specified limits, the contractor continues the installation of cooling tube in the segments and the use of nitrogen cooling. Hinge D, connecting Frames 2 and 3 between Piers 8 and 9, is being installed and scheduled to be completed by July 2006.

For the cast-on-falsework structures (Frames 1 and 4), work on Frame 4 on the south side of the straits is nearly complete, except for construction of Hinge E between Frames 3 and 4, corrective work on the deck surface around Pier 3, and other minor work. On Frame 1, work is continuing on installation of formwork, rebar, post-tensioning, and concrete on spans 15, 16, and 17.

Other on-going project work includes final finish work on the all exterior concrete and installation of the fender system around the bridge piers.

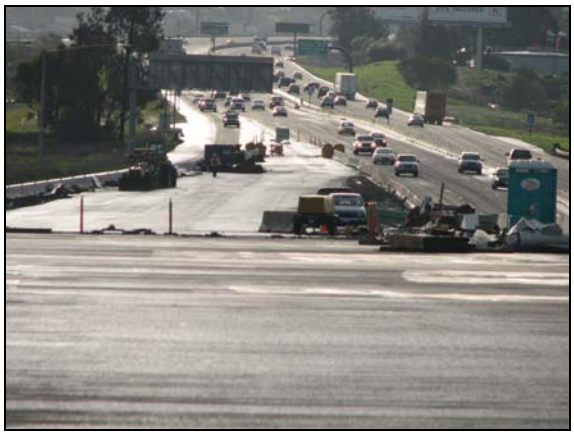
Contract Issues

Issue	Mitigating Action
Over the next seven months, construction of the first of two mid-span hinges (E and C) will occur. At the present time, there are no issues presently facing the project associated with hinge construction. However, these hinges represent a unique and complex element of the bridge construction. There are several areas of concern in the construction of this first hinge. Risk items include: superstructure alignment/geometry control, steel box girder alignment, rebar congestion, and bearing installation.	Over the last several months, meetings with the contractor and Caltrans staff were held to identify potential problem areas, as well as appropriate solutions to these issues should they occur. Also, the pedestal endpoints will be under continuous survey control and measurement to detect any trends in alignment and deflections. These actions will continue throughout the construction of the hinges.

Recent TBPOC Actions: None

Contract Photographs

I-680/Marina Vista Interchange (1)



I-680/Marina Vista Interchange (2)

Toll Plaza Canopy looking North

Courtyard Canopy and Administration Building

Regional Measure 1 Program

New Benicia-Martinez Bridge Project Summary

OTHER CONTRACTS AND RELATED PROJECT ACTIVITIES

Contract Description: Contracts related to the new Benicia-Martinez Bridge project involve the construction of a new toll plaza south of the new bridge in Contra Costa County with 17 toll booths, including two high-occupancy vehicle (HOV) bypass lanes, and the reconstruction of the I-680/Marina Vista Road and I-680/I-780 interchanges.

Other Contracts and Related Activities Cost Summary ($Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (02/2006)	Cost To Date (01/2006)	Cost Forecast (12/2005)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	72.2	13.8	86.0	72.9	86.0	-
Right-of-Way and Environmental Mitigation	20.4	(0.1)	20.3	12.2	20.3	-
Capital Outlay Construction						-
I-680/I-780 Interchange Replacement	76.3	16.1	92.4	70.2	92.4	-
I-680/Marina Vista Interchange Reconstruction	51.5	3.4	54.9	52.4	54.9	-
New Toll Plaza	24.3	2.0	26.3	18.3	26.3	-
Existing Bridge & Interchange Modifications	17.2	10.9	28.1	-	28.1	-
Others	20.3	(1.3)	19.0	15.0	19.0	-
Total Capital Outlay Construction	189.6	31.1	220.7	155.9	220.7	-
TOTAL	282.2	44.8	327.0	241.0	327.0	-

Note: Details may not sum to totals due to rounding effects.

Other Contracts and Related Activities Schedule Summary

Contract	BATA Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (02/2006)	Contract Complete Schedule Forecast (02/2006)	Schedule Variance (Months)
I-680/Marina Vista Interchange Reconstruction	March 2006	1	April 2006	April 2006	-
New Toll Plaza	June 2006	-	June 2006	August 2006	2
I-680/I-780 Interchange Replacement	December 2007	-	December 2007	February 2008	2
Existing Bridge & Interchange Modifications	December 2009	-	December 2009	December 2009	-

Contract Status:

Toll Plaza and Administration Building: The contract is 82 % complete based on contractor payment. The Contractor is continuing work throughout the toll plaza area, including framing of the canopy and installation of the toll plaza electrical and toll collection systems, and weather-stripping finish work in the toll booths. The administration building has been significantly completed with on-going electrical and painting work. Work is also on-going in the courtyard between the building and plaza and surrounding areas, including installation of irrigation and metal framing work. A number of notice of potential claim have been filed by the Contractor that remain to be resolved, including liquidated damages due to the extended contract completion date.

I-680/I-780 Interchange: The contract is approximately 80% complete based on the current revised schedule. For the northbound I-680 connector from pier 17 of the new bridge (Bridge 215), substructure work including the foundations and columns have been completed. Currently, contractor is erecting falsework for Frame 2 of the bridge and completing stem and soffit concrete for span 19 of the bridge. For the northbound I-680 connector to westbound I-780 (Bridges 212 and 214), all foundations and columns have been completed. On the 214 bridge, the contractor is completing the approach slabs to the bridge. On the 212 bridge, superstructure structure work is at various stages of completion, including the erection of falsework, pouring of deck concrete, and stressing of tendons. While new structures are scheduled to be opened to traffic in December 2007, final electrical work between and on the new bridge and the interchange will not be completed until April 2008 after completion of the new bridge.

I-680/Marina Vista Interchange: The contract is approximately 97% complete based on the current revised schedule. Work is continuing to close out the contract. False work removal and demobilization off the job site is continuing. Exterior concrete finish work is on-going on the soffit for the Mococo Overhead Bridge and retaining walls. The contractor has finished installation of lightweight EPS roadway fill blocks and is in the process of completing the roadway section with a reinforced concrete slabs over the roadway and asphalt over the embankments. Work is on-going on new sign structures, concrete barriers and traffic signals.

Wetland Mitigation: The contract is 100% complete. The Contract Completion Acceptance (CCA) has been submitted to Caltrans Headquarters for their approval on March 3, 2006.

Contract Issues

Issue	Mitigating Action
Lack of progress by the contractor on the Toll Plaza and Administration Building contract.	A Dispute Resolution Board (DRB) hearing was indefinitely postponed by the Contractor to resolve NOPC #39 concerning liquidated damages.
As noted in the project's risk management plan, the span 17 interface between the new bridge contractor and the I-680/I-780 interchange contractor may impact project cost and schedule. Delays on either contract will impact the opening of the bridge to traffic.	The I-680/I-780 contractor is expected to complete the span between the new bridge and the interchange. Caltrans is working with I-680/I-780 contractor to resolve final interface and scheduling issues resulting from the delayed completion of new bridge.

Recent TBPOC Actions: In January 2006, the TBPOC approved CCO #71 on the I-680/I-780 Interchange contract (Electrical Escalation) with a cost impact of $1.9 million; and, CCO #99 on the I-680/I-780 Interchange contract (Main Span Delay) with a cost impact of $4.0 million and a schedule impact of 279 working days (note that this impact is included in the contract forecast completion date). In February 2006, TBPOC approved CCO # 119 on the I-680/I-780 Interchange Contract (Schedule Mitigation Delay) with a cost impact of $3.6 million, mitigating 92 days of contract delay.

Regional Measure 1 Program

New Carquinez Bridge Project

Project Description: The new Carquinez Bridge project involves constructing a new suspension bridge west of the existing bridges with four westbound lanes and a bicycle/pedestrian lane and demolishing the existing 1927 bridge.

New Carquinez Bridge Cost Summary ($Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (02/2006)	Cost To Date (01/2006)	Cost Forecast (12/2005)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	124.4	-	124.4	115.0	125.4	1.0
Capital Outlay Construction						-
Replacement Bridge	253.3	-	253.3	253.1	256.3	3.0
South Interchange Reconstruction	73.9	-	73.9	71.8	73.9	-
Existing 1927 Bridge Demolition	35.2	-	35.2	17.1	35.2	-
Other	29.3	-	29.3	25.2	28.4	(0.9)
Project Reserve	12.1	-	12.1	-	9.0	(3.1)
TOTAL	528.2	-	528.2	482.2	528.2	-

Note: Details may not sum to totals due to rounding effects.

New Carquinez Bridge Schedule Summary

Contract	BATA Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (02/2006)	Contract Complete Schedule Forecast (02/2006)	Schedule Variance (Months)
New Carquinez Bridge	November 2003*	-	November 2003*	November 2003*	-
1927 Carquinez Bridge Demolition	December 2007	-	September 2007	September 2007	(3)
Landscaping	August 2011	-	August 2011	August 2011	-

** The date shown is for the opening of the bridge to traffic.*

Project Status: The new replacement bridge and all its approaches have been completed and opened to traffic. The demolition contract to remove the 1927 bridge is approximately 33% complete based schedule. However, it is approximately 59% complete based on payment as the greatest pay items involved the 1958 bridge approach slab replacement, which has been completed. Traffic was switched back onto the 1958 bridge on November 10, 2005. Demolition of the 1927 bridge has started at Units 7 and 3 over the main shipping channels, with the deck and stringer removals. However, work was suspended, due to concern with the unanticipated buckling of eye bars. The contractor has submitted and revised a modified deck removal plan for Unit 3 that was approved by Caltrans on February 23, 2006. Demolition work for Unit 3 has since resumed.

Project Issues:

Issue	Mitigating Action
On the Replacement Carquinez Bridge Contract, the Contractor has submitted claims for various contract issues, including claims on fabrication, labor, and access.	Caltrans is in the process of evaluating the merits of the final claims. BATA staff will direct BATA's consultant team to also evaluate the claims to determine project risk. Project reserves may need to be used.

Project Photographs

1958 Carquinez Bridge Approach New Deck Surface

1958 Carquinez Bridge Approach Seismic Monitoring Pit

Carquinez Bridge Demolition 1

Carquinez Bridge Demolition 2

Carquinez Bridge Demolition 3

Carquinez Bridge Demolition 4

Regional Measure 1 Program

Richmond-San Rafael Bridge (RSRB) Trestle, Fender, and Deck Joint Rehabilitation Project

Project Description: This contract involves replacing the western trestle section of the bridge near San Rafael, rehabilitating the ship collision fender system at various piers, and rehabilitation of joints on the bridge deck.

RSRB Trestle, Fender, and Deck Joint Rehabilitation Cost Summary ($Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (02/2006)	Cost To Date (01/2006)	Cost Forecast (12/2005)	Variance
a	b	c	d = b + c	e	f	g = f - d
RSR Trestle, Fender, and Joint Rehabilitation						
Capital Outlay Support	10.8	-	10.8	11.8	12.6	1.8
Capital Outlay Construction	91.3	-	91.3	85.0	84.5	(6.8)
Project Reserve	-	-	-	-	-	-
TOTAL	102.1	-	102.1	96.8	97.1	(5.0)

Note: Details may not sum to totals due to rounding effects.

The Deck Joint Rehabilitation work is funded from RM1 and from Toll Bridge Seismic Retrofit Program ($16.9 million) funds. In July 2005, BATA rescinded $16.9 million in RM1 funds from the deck joint project. An equivalent amount of seismic retrofit funding will be used on the project. This action was taken to make additional RM 1 funds available for the Benicia-Martinez Bridge New Span project. The budget for the Richmond-San Rafael Bridge Seismic Retrofit project, shown on page 27 of this report, includes $16.9 million of costs for the deck joint rehabilitation work.

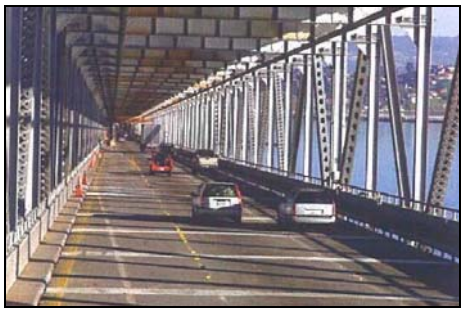
RSRB Trestle, Fender, and Deck Joint Rehabilitation Schedule Summary

Project	BATA Project Completion Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (02/2006)	Contract Complete Schedule Forecast (02/2006)	Schedule Variance (Months)
Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation	August 2005	-	August 2005	August 2005	-

Project Status: Work on this project is completed.

Project Issues: None

Project Photographs



Repaired Deck Joints-Lower Deck

Richmond-San Rafael Trestle

Regional Measure 1 Program

Richmond-San Rafael Bridge (RSRB) Deck Overlay Project

Project Description: Rehabilitate the existing concrete deck on the bridge, damaged due to traffic and exposure to a marine environment.

RSRB Deck Overlay Cost Summary ($Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (02/2006)	Cost To Date (01/2006)	Cost Forecast (12/2005)	Variance
a	b	c	d = b + c	e	f	g = f - d
RSR Deck Overlay						
Capital Outlay Support	8.0	(3.5)	4.5	1.6	4.5	-
Capital Outlay Construction	16.9	3.6	20.5	-	20.5	-
TOTAL	24.9	0.1	25.0	1.6	25.0	-

Note: Details may not sum to totals due to rounding effects.

RSRB Deck Overlay Schedule Summary

Project	BATA Project Completion Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (02/2006)	Contract Complete Schedule Forecast (02/2006)	Schedule Variance (Months)
Richmond-San Rafael Bridge Deck Overlay Rehabilitation	January 2007	3	April 2007	April 2007	-

Project Status: Funding for this project was approved by BATA on February 22, 2006. The PS&E package for this project has been completed by Caltrans and reviewed by BAMC staff and is now scheduled to be advertised on March 13, 2006. Bid opening is scheduled for April 26, 2006. Start of construction is scheduled for May 2006, with completion in April 2007.

Project Issues:

Issue	Mitigating Action
Caltrans has reported a higher than budgeted estimate for the construction of the project.	BATA staff has reviewed the revised estimate for the project and has made a recommendation to BATA. The shorter construction duration will allow support funding to be shifted to construction funding.

Project Photographs

RSR Concrete Deck Overlay

Regional Measure 1 Program

Interstate 880/State Route 92 Interchange Reconstruction Project

Project Description: Modify the existing cloverleaf interchange to increase capacity and improve safety and traffic operations.

Interstate 880/State Route 92 Interchange Cost Summary ($Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (02/2006)	Cost To Date (01/2006)	Cost Forecast (12/2005)	Variance
a	B	c	d = b + c	e	f	g = f - d
I-880/SR-92 Interchange Improvement						
Capital Outlay Support	28.8	-	28.8	26.8	43.2	14.4
Capital Outlay Construction	94.8	-	94.8	-	119.0	24.2
Capital Outlay Right-of-Way	9.9	-	9.9	7.4	13.0	3.1
Project Reserve	0.3	-	0.3	-	11.1	10.8
TOTAL	133.8	-	133.8	34.2	186.3	52.5

Note: Details may not sum to totals due to rounding effects. $9.6 million in ACTA funds included under Capital Outlay Construction. $3.7 million included in Capital Outlay Construction for separate landscape contract.

Interstate 880/State Route 92 Interchange Schedule Summary

Project	BATA Project Completion Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (02/2006)	Contract Complete Schedule Forecast (02/2006)	Schedule Variance (Months)
I-880/SR-92 Interchange Reconstruction	November 2010	-	November 2010	June 2011	7

Project Status: Design is 95% complete. Caltrans continues work on the preparation of the PS&E package with 100% completion re-scheduled from March 1, 2006 to June 1, 2006. Contract package is scheduled to be advertised by February 2007 and start of construction in June 2007. Design work is being delayed further due to resolution of utility conflicts, and design and construction staging refinements. Additional PG&E utility easements have been identified for the relocation of the six utility poles near Lindenwood Way. PG&E is in contact with City of Hayward to determine if overhead relocation along the front of Lindenwood Way is allowable while concurrently pursuing the option to relocate utility poles in the backyards to minimize schedule delay. Caltrans continues to be in close contact with the utility companies to resolve the conflicts. Wetland mitigation will revert back on-site since mitigation bank will not be in place by the time construction begins. Right-of-way acquisition is in progress. With the addition of the new easements, the right of way parcel count is now at 78 parcels. Of these, right of way from 59 parcels has been acquired. The 10 homes on Lindenwood have been completed.

Project Issues:

Issue	Mitigating Action
The forecast schedule included an aggressive schedule for right-of-way acquisition that provided for 18 months to clear numerous parcels in the project area. Additional time will be required to negotiate with parcel owners and the railroad complete property acquisition.	Delays in right-of-way acquisitions are impacting the advertisement and construction of the project. BATA and Caltrans are reviewing methods to accelerate the right-of-way procurement and begin the project. Also, the construction contract will be advertised with an A+B specification, which could reduce the construction duration and partially recover the project schedule.

Regional Measure 1 Program

Other Completed Regional Measure 1 (RM1) Projects

Summary Description: Other completed Regional Measure 1 projects are the following: (a) Widen the San Mateo-Hayward Bridge along its low-trestle section and its eastern approach, (b) Widen the Bayfront Expressway (SR 84) from the Dumbarton Bridge to the U.S. 101/Marsh Road interchange, (c) Construct an eastern approach (Richmond Parkway) between the Richmond-San Rafael Bridge and Interstate 80 near Pinole, and (d) Modify the U.S. 101/University Avenue interchange.

Other Completed RM1 Projects Cost Summary ($Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (02/2006)	Cost To Date (01/2006)	Cost Forecast (12/2005)	Variance
a	b	c	d = b + c	e	f	g = f - d
San Mateo-Hayward Bridge Widening Project	217.8	-	217.8	208.5	211.9	(5.9)
Bayfront Expressway Widening Project	35.3	-	35.3	33.0	34.9	(0.4)
Richmond Parkway Project	5.9	-	5.9	3.9	5.9	-
U.S. 101/University Interchange	3.8	-	3.8	3.7	3.8	-
TOTAL	262.8	-	262.8	249.1	256.5	(6.3)

Schedule Summary

Project	Actual Project Completion Date
Richmond Parkway Project	May 2001
San Mateo-Hayward Bridge Widening Project	February 2003
Bayfront Expressway Widening Project	January 2004
U.S. 101/University Interchange	April 2004

Project Status: Construction has been completed on the above listed contracts.

Project Issues: None.

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APPENDICES

Appendix A: Toll Bridge Seismic Retrofit Program ($Millions)

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Cost Detail

Contract	EA Number	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (02/2006)	Cost To Date (01/2006)	Cost Forecast (12/2005)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h =g - e
San Francisco-Oakland Bay Bridge East Span Replacement Project							
East Span - Skyway	**01202X**						
Capital Outlay Support		197.0	-	197.0	122.7	197.0	-
Capital Outlay Construction		1,293.0	-	1,293.0	972.3	1,293.0	-
Total		1,490.0	-	1,490.0	1,095.0	1,490.0	-
East Span - SAS Superstructure	**0120FX**						
Capital Outlay Support		214.6	-	214.6	17.2	214.6	-
Capital Outlay Construction		1,753.7	-	1,753.7	-	1,767.4	13.7
Total		1,968.3	-	1,968.3	17.2	1,982.0	13.7
East Span - SAS E2/T1 Foundations	**0120EX**						-
Capital Outlay Support		52.5	-	52.5	8.2	52.5	-
Capital Outlay Construction		313.5	-	313.5	91.3	313.5	-
Total		366.0	-	366.0	99.5	366.0	-
SAS W2 Foundations	**0120CX**						
Capital Outlay Support		10.0	-	10.0	9.2	10.0	-
Capital Outlay Construction		26.4	-	26.4	25.7	26.4	-
Total		36.4	-	36.4	34.9	36.4	-
YBI Transition Structures	**0120PX**						
Capital Outlay Support		78.7	-	78.7	8.0	78.7	-
Capital Outlay Construction		299.3	-	299.3	-	318.4	19.1
Total		378.0	-	378.0	8.0	397.1	19.1
Oakland Touchdown	**01204X**						
Capital Outlay Support		74.4	-	74.4	19.4	92.1	17.7
Capital Outlay Construction		283.8	-	283.8	-	272.7	(11.1)
Total		358.2	-	358.2	19.4	364.8	6.6
YBI South/South Detour	**0120RX**						
Capital Outlay Support		29.5	-	29.5	14.3	29.5	-
Capital Outlay Construction		131.9	-	131.9	30.0	131.9	-
Total		161.4	-	161.4	44.3	161.4	-
Existing Bridge Demolition	**01209X**						
Capital Outlay Support		79.7	-	79.7	0.2	79.7	-
Capital Outlay Construction		239.2	-	239.2	-	222.0	(17.2)
Total		318.9	-	318.9	0.2	301.7	(17.2)
YBI/SAS Archeology	**01207X**						
Capital Outlay Support		1.1	-	1.1	1.1	1.1	-
Capital Outlay Construction		1.1	-	1.1	1.1	1.1	-
Total		2.2	-	2.2	2.2	2.2	-

Note: Details may not sum to totals due to rounding

Appendix A: Toll Bridge Seismic Retrofit Program ($Millions)

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Cost Detail (Cont.)

Contract	EA Number	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (02/2006)	Cost To Date (01/2006)	Cost Forecast (12/2005)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h =g - e
YBI - USCG Road Relocation	**0120QX**						
Capital Outlay Support		3.0	-	3.0	2.7	3.0	-
Capital Outlay Construction		3.0	-	3.0	2.8	3.0	-
Total		6.0	-	6.0	5.5	6.0	-
YBI - Substation and Viaduct	**0120GX**						
Capital Outlay Support		6.5	-	6.5	6.3	6.5	-
Capital Outlay Construction		11.6	-	11.6	11.2	11.6	-
Total		18.1	-	18.1	17.5	18.1	-
Oakland Geofill	**01205X**						-
Capital Outlay Support		2.5	-	2.5	2.5	2.5	-
Capital Outlay Construction		8.2	-	8.2	8.2	8.2	-
Total		10.7	-	10.7	10.7	10.7	-
Pile Installation Demonstration Project	**01208X**						
Capital Outlay Support		1.8	-	1.8	1.8	1.8	-
Capital Outlay Construction		9.2	-	9.2	9.2	9.2	-
Total		11.0	-	11.0	11.0	11.0	-
Stormwater Treatment Measures	**0120JX**						
Capital Outlay Support		6.0	-	6.0	4.1	6.0	-
Capital Outlay Construction		15.0	-	15.0	-	15.0	-
Total		21.0	-	21.0	4.1	21.0	-
Right-of-Way and Environmental Mitigation	**0120X9**						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay & Right-of-Way		72.4	-	72.4	38.7	72.4	-
Total		72.4	-	72.4	38.7	72.4	-
Sunk Cost - Existing East Span Retrofit	**04343X & 04300X**						
Capital Outlay Support		39.5	-	39.5	39.5	39.5	-
Capital Outlay Construction		30.8	-	30.8	30.8	30.8	-
Total		70.3	-	70.3	70.3	70.3	-
Other Capital Outlay Support							
Environmental Phase		97.7	-	97.7	97.7	97.7	-
Pre-Split Project Expenditures		44.9	-	44.9	44.9	44.9	-
Non-project Specific Costs		20.0	-	20.0	3.2	20.0	-
Total		162.6	-	162.6	145.8	162.6	-
Subtotal East Span Capital Outlay Support		959.4	-	959.4	403.0	977.1	17.7
Subtotal East Span Capital Outlay Construction & Sunk Costs		4,492.1	-	4,492.1	1,221.3	4,496.6	5.0
Other Budgeted Capital		35.1	-	35.1	-	12.9	(22.2)
Total SFOBB East Span Replacement Project		**5,486.6**	**-**	**5,486.6**	**1,624.3**	**5,486.6**	**-**

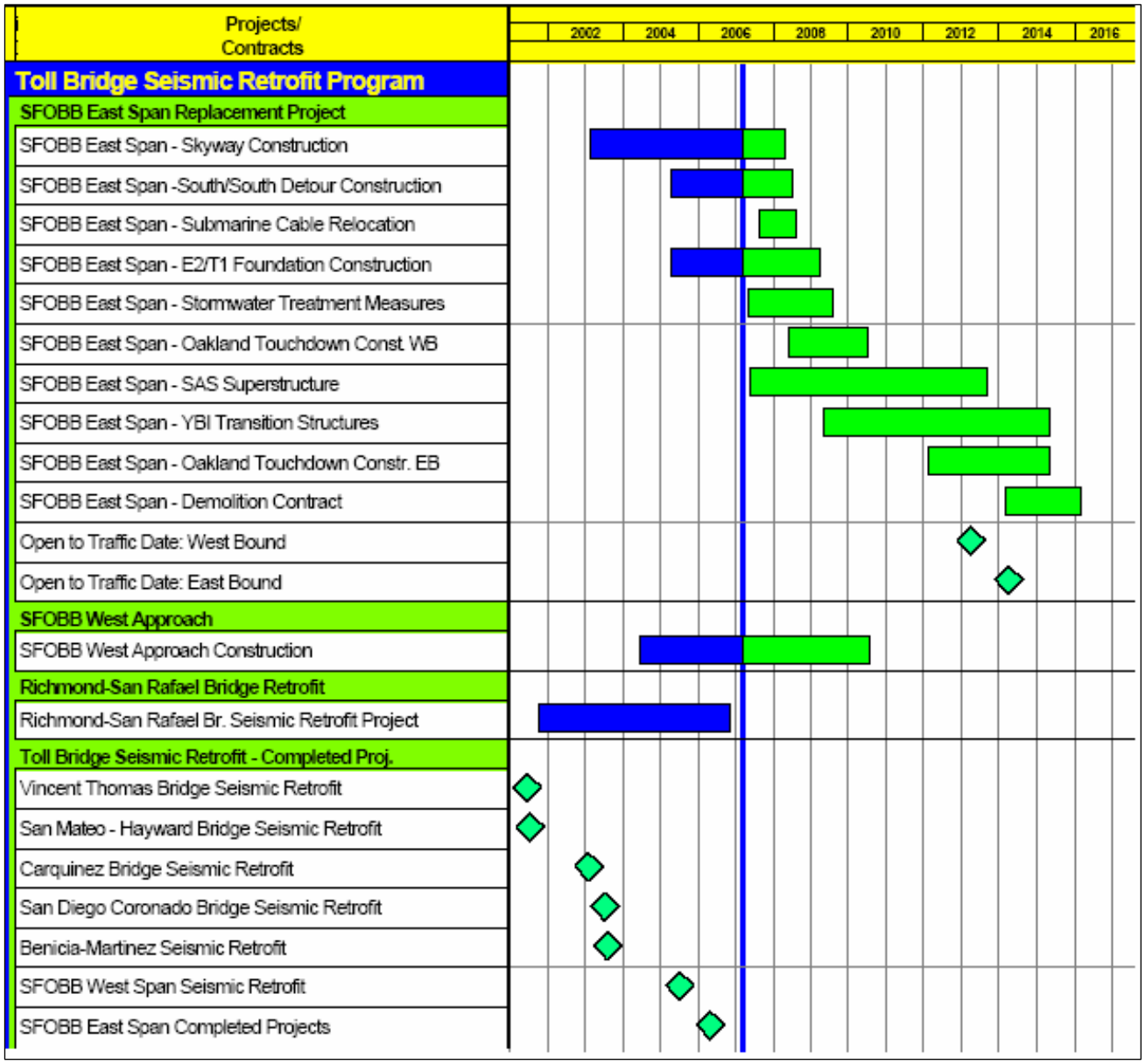
Note: Details may not sum to totals due to rounding

Appendix B: Toll Bridge Seismic Retrofit Program Cost Detail ($Millions)

Project	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (02/2006)	Cost To Date (01/2006)	Cost Forecast (12/2005)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
SFOBB East Span Replacement Project						
Capital Outlay Support	959.4	-	959.4	403.0	977.1	17.7
Capital Outlay Construction	4,492.1	-	4,492.1	1,221.3	4,496.6	4.5
Other Budgeted Capital	35.1	-	35.1	-	12.9	(22.0)
Total	5,486.6	-	5,486.6	1,624.3	5,486.6	-
SFOBB West Approach Replacement						
Capital Outlay Support	120.0	-	120.0	72.6	120.0	-
Capital Outlay Construction	309.0	-	309.0	180.2	309.0	-
Total	429.0	-	429.0	252.8	429.0	-
SFOBB West Span Retrofit						-
Capital Outlay Support	75.0	-	75.0	74.8	75.0	-
Capital Outlay Construction	232.9	-	232.9	226.1	232.9	-
Total	307.9	-	307.9	300.9	307.9	-
Richmond-San Rafael Bridge Retrofit						
Capital Outlay Support	134.0	-	134.0	124.5	127.0	(7.0)
Capital Outlay Construction	780.0	-	780.0	663.6	698.0	(82.0)
Total	914.0	-	914.0	788.1	825.0	(89.0)
Benicia-Martinez Bridge Retrofit						-
Capital Outlay Support	38.1	-	38.1	38.1	38.1	-
Capital Outlay Construction	139.7	-	139.7	139.7	139.7	-
Total	177.8	-	177.8	177.8	177.8	-
Carquinez Bridge Retrofit						
Capital Outlay Support	28.7	-	28.7	28.8	28.7	-
Capital Outlay Construction	85.5	-	85.5	85.4	85.5	-
Total	114.2	-	114.2	114.2	114.2	-
San Mateo-Hayward Bridge Retrofit						-
Capital Outlay Support	28.1	-	28.1	28.1	28.1	-
Capital Outlay Construction	135.4	-	135.4	135.3	135.4	-
Total	163.5	-	163.5	163.4	163.5	-
Vincent Thomas Bridge Retrofit (Los Angeles)						
Capital Outlay Support	16.4	-	16.4	16.4	16.4	-
Capital Outlay Construction	42.1	-	42.1	42.0	42.1	-
Total	58.5	-	58.5	58.4	58.5	-
San Diego-Coronado Bridge Retrofit						
Capital Outlay Support	33.5	-	33.5	33.2	33.5	-
Capital Outlay Construction	70.0	-	70.0	69.4	70.0	-
Total	103.5	-	103.5	102.6	103.5	-
Subtotal East Span Capital Outlay Support	1,433.2	-	1,433.2	819.5	1,443.9	10.7
Subtotal East Span Capital Outlay & Sunk Costs	6,286.7	-	6,286.7	2,763.0	6,209.2	(77.5)
Subtotal Other Budgeted Capital	35.1	-	35.1	-	12.9	(22.0)
Miscellaneous Program Costs	30.0	-	30.0	30.9	30.0	-
Subtotal Toll Bridge Seismic Retrofit Program	7,785.0	-	7,785.0	3,613.4	7,696.0	(89.0)
Program Contingency	900.0	-	900.0	-	989.0	89.0
Total Toll Bridge Seismic Retrofit Program	**8,685.0**	**-**	**8,685.0**	**3,613.4**	**8,685.0**	-

Note: Details may not sum to totals due to rounding

Appendix C: Toll Bridge Seismic Retrofit Program Summary Schedule



Appendix D: Regional Measure 1 Program Cost Detail ($Millions)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (02/2006)	Cost To Date (01/2006)	Cost Forecast (12/2005)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h =g - e
New Benicia-Martinez Bridge Project							
New Bridge	**00603_**						
Capital Outlay Support		84.9	7.3	92.2	84.9	92.2	-
Capital Outlay Construction				-			-
BATA Funding		661.9	112.0	773.9	661.9	773.9	-
Non-BATA Funding		10.1	-	10.1	10.1	10.1	-
Subtotal		672.0	112.0	784.0	672.0	784.0	-
Total		756.9	119.3	876.2	756.9	876.2	-
I-680/I-780 Interchange Reconstruction	**00606_**						
Capital Outlay Support							
BATA Funding		24.9	2.0	26.9	25.8	26.9	-
Non-BATA Funding		1.4	5.1	6.5	5.4	6.5	-
Subtotal		26.3	7.1	33.4	31.2	33.4	-
Capital Outlay Construction							
BATA Funding		54.7	16.1	70.8	54.8	70.8	-
Non-BATA Funding		21.6	-	21.6	15.4	21.6	-
Subtotal		76.3	16.1	92.4	70.2	92.4	-
Total		102.6	23.2	125.8	101.4	125.8	-
I-680/Marina Vista Interchange Reconstruction	**00605_**						
Capital Outlay Support		18.3	1.2	19.5	19.1	19.5	-
Capital Outlay Construction		51.5	3.4	54.9	52.4	54.9	-
Total		69.8	4.6	74.4	71.5	74.4	-
New Toll Plaza and Administration Building	**00604_**						
Capital Outlay Support		11.9	2.4	14.3	13.7	14.3	-
Capital Outlay Construction		24.3	2.0	26.3	18.3	26.3	-
Total		36.2	4.4	40.6	32.0	40.6	-
Existing Bridge & Interchange Modifications	**0060A_**						
Capital Outlay Support		4.3	5.7	10.0	2.7	10.0	-
Capital Outlay Construction		17.2	10.9	28.1	-	28.1	-
Total		21.5	16.6	38.1	2.7	38.1	-
Other Contracts	**See note below**						
Capital Outlay Support		11.4	(2.6)	8.8	6.2	8.8	-
Capital Outlay Construction		20.3	(1.3)	19.0	15.0	19.0	-
Capital Outlay Right-of-Way		20.4	(0.1)	20.3	12.2	20.3	-
Total		52.1	(4.0)	48.1	33.4	48.1	-
Subtotal BATA Capital Outlay Support		155.7	16.0	171.7	152.4	171.7	-
Subtotal BATA Capital Outlay Construction		829.9	143.1	973.0	802.4	973.0	-
Subtotal Capital Outlay Right-of-Way		20.4	(0.1)	20.3	12.2	20.3	-
Subtotal Non-BATA Capital Outlay Support		1.4	5.1	6.5	5.4	6.5	-
Subtotal Non-BATA Capital Outlay Construction		31.7	-	31.7	25.5	31.7	-
Project Reserves		20.8	39.0	59.8	-	59.8	-
Total New Benicia-Martinez Bridge Project		**1,059.9**	**203.1**	**1,263.0**	**997.9**	**1,263.0**	**-**

Notes: **Includes EA's 00601_, 00608_, 00609_, 0060A_, 0060C_, 0060E_, 0060F_, 0060G_, and 0060H_ and all Project Right-of-Way**

Note: Details may not sum to totals due to rounding

Appendix D: Regional Measure 1 Program Cost Detail ($Millions) (Cont.)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (02/2006)	Cost To Date (01/2006)	Cost Forecast (12/2005)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h =g - e
Carquinez Bridge Replacement Project							
New Bridge	**01301_**						
Capital Outlay Support		60.5	-	60.5	59.9	62.3	1.8
Capital Outlay Construction		253.3	-	253.3	253.1	256.3	3.0
Total		313.8	-	313.8	313.0	318.6	4.8
Crockett Interchange Reconstruction	**01305_**						
Capital Outlay Support		32.0	-	32.0	31.9	32.0	-
Capital Outlay Construction		73.9	-	73.9	71.8	73.9	-
Total		105.9	-	105.9	103.7	105.9	-
Existing 1927 Bridge Demolition	**01309_**						
Capital Outlay Support		16.1	-	16.1	8.7	16.1	-
Capital Outlay Construction		35.2	-	35.2	17.1	35.2	-
Total		51.3	-	51.3	25.8	51.3	-
Other Contracts	**See note below**						
Capital Outlay Support		15.8	-	15.8	14.5	15.0	(0.8)
Capital Outlay Construction		18.8	-	18.8	15.3	17.9	(0.9)
Capital Outlay Right-of-Way		10.5	-	10.5	9.9	10.5	-
Total		45.1	-	45.1	39.7	43.4	(1.7)
Subtotal BATA Capital Outlay Support		124.4	-	124.4	115.0	125.4	1.0
Subtotal BATA Capital Outlay Construction		381.2	-	381.2	357.3	383.3	2.1
Subtotal Capital Outlay Right-of-Way		10.5	-	10.5	9.9	10.5	-
Project Reserves		12.1	-	12.1	-	9.0	(3.1)
Total Carquinez Bridge Replacement Project		**528.2**	**-**	**528.2**	**482.2**	**528.2**	**-**

Notes: **Other Contracts includes EA's 01302_, 01303_, 01304_, 01306_, 01307_, 01308_, 0130A_, 0130C_, 0130D_ , 0130F_, 0130G_, 0130H_, 0130J_, 00453_, 00493_, 04700_, 00607_, 2A270_, and 29920_ and all Project Right-of-Way**

Note: Details may not sum to totals due to rounding

Appendix D: Regional Measure 1 Program Cost Detail ($Millions) (Cont.)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (02/2006)	Cost To Date (01/2006)	Cost Forecast (12/2005)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h =g - e
Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation	**See note [1] below**						
Capital Outlay Support							
BATA Funding		2.2	-	2.2	1.4	2.2	-
Non-BATA Funding		8.6	-	8.6	10.4	10.4	1.8
Subtotal		10.8	-	10.8	11.8	12.6	1.8
Capital Outlay Construction							
BATA Funding		40.2	-	40.2	33.4	33.4	(6.8)
Non-BATA Funding		51.1	-	51.1	51.6	51.1	-
Subtotal		91.3	-	91.3	85.0	84.5	(6.8)
Project Reserves		-	-	-	-	-	-
Total		102.1	-	102.1	96.8	97.1	(5.0)
Richmond-San Rafael Bridge Deck Overlay Rehabilitation	**0415U_**						
Capital Outlay Support							
BATA Funding		4.0	0.5	4.5	1.6	4.5	-
Non-BATA Funding		4.0	(4.0)	-	-	-	-
Subtotal		8.0	(3.5)	4.5	1.6	4.5	-
Capital Outlay Construction		16.9	3.6	20.5	-	20.5	-
Project Reserves		0.1	(0.1)	-	-	-	-
Total		25.0	-	25.0	1.6	25.0	-
Richmond Parkway Project (RM 1 Share Only)	**Non-Caltrans**						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay Construction		5.9	-	5.9	3.9	5.9	-
Total		5.9	-	5.9	3.9	5.9	-
San Mateo-Hayward Bridge Widening	**See note [2] below**						
Capital Outlay Support		34.6	-	34.6	34.0	34.6	-
Capital Outlay Construction		180.2	-	180.2	174.0	176.2	(4.0)
Capital Outlay Right-of-Way		1.5	-	1.5	0.5	0.6	(0.9)
Project Reserves		1.5	-	1.5	-	0.5	(1.0)
Total		217.8	-	217.8	208.5	211.9	(5.9)
I-880/SR-92 Interchange Reconstruction	**EA's 23317_, 01601_, and 01602_**						
Capital Outlay Support		28.8	-	28.8	26.8	43.2	14.4
Capital Outlay Construction							
BATA Funding		85.2	-	85.2	-	109.4	24.2
Non-BATA Funding		9.6	-	9.6	-	9.6	-
Subtotal		94.8	-	94.8	-	119.0	24.2
Capital Outlay Right-of-Way		9.9	-	9.9	7.4	13.0	3.1
Project Reserves		0.3	-	0.3	-	11.1	10.8
Total		133.8	-	133.8	34.2	186.3	52.5
Bayfront Expressway Widening	**EA's 00487_, 01511_, and 01512_**						
Capital Outlay Support		8.6	-	8.6	8.0	8.2	(0.4)
Capital Outlay Construction		26.5	-	26.5	24.8	26.5	-
Project Reserves		0.2	-	0.2	0.2	0.2	-
Total		35.3	-	35.3	33.0	34.9	(0.4)
US 101/University Avenue Interchange Modification	**Non-Caltrans**						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay Construction		3.8	-	3.8	3.7	3.8	-
Total		3.8	-	3.8	3.7	3.8	-
Subtotal BATA Capital Outlay Support		358.3	16.5	374.8	339.2	389.8	15.0
Subtotal BATA Capital Outlay Construction		1,569.8	146.7	1,716.5	1,399.5	1,732.0	15.5
Subtotal Capital Outlay Right-of-Way		42.3	(0.1)	42.2	30.0	44.4	2.2
Subtotal Non-BATA Capital Outlay Support		14.0	1.1	15.1	15.8	16.9	1.8
Subtotal Non-BATA Capital Outlay Construction		92.4	-	92.4	77.1	92.4	-
Project Reserves		35.0	38.9	73.9	0.2	80.6	6.7
Total RM1 Program		**2,111.8**	**203.1**	**2,314.9**	**1,861.8**	**2,356.1**	**41.2**

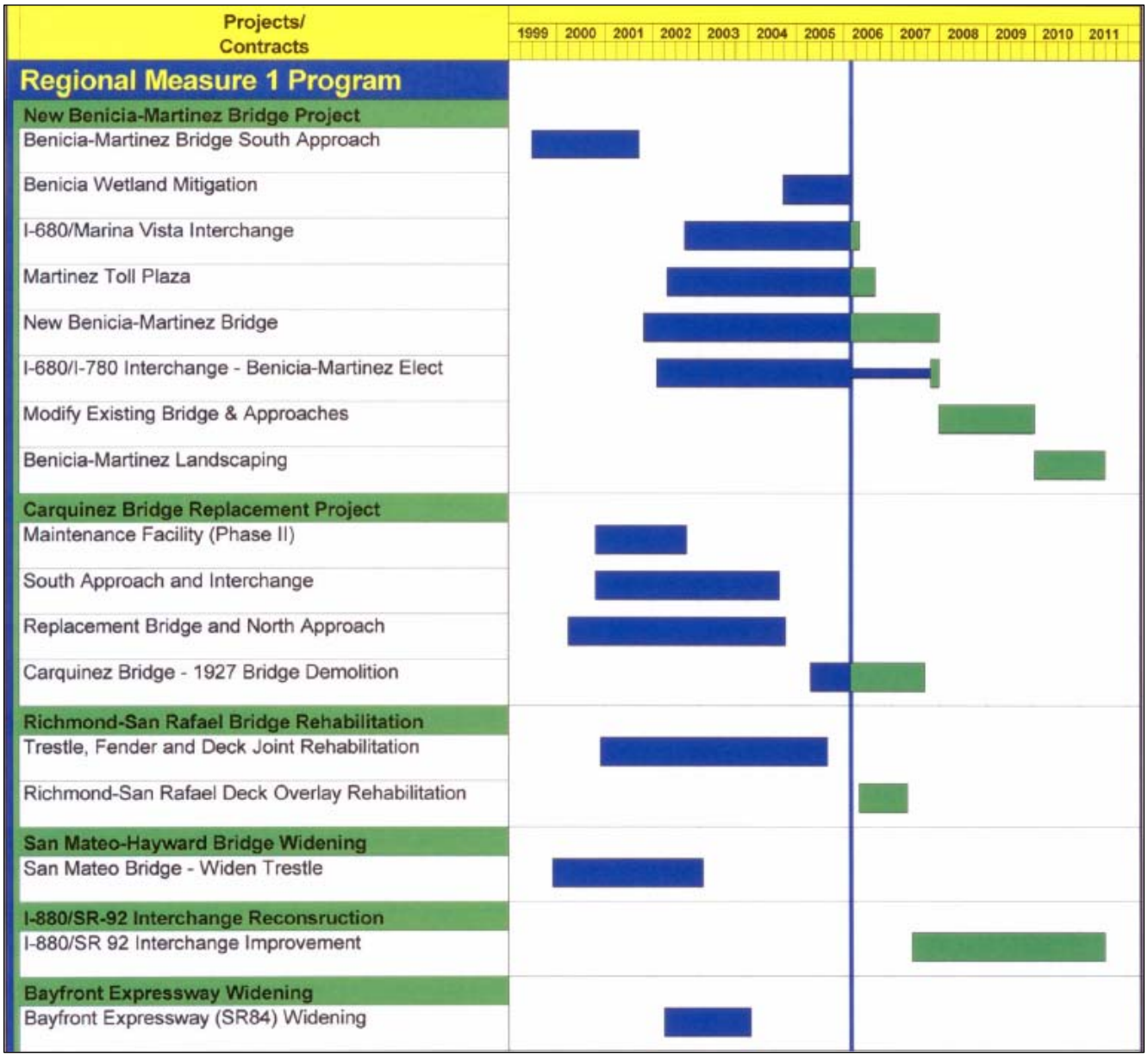
Notes:

[1] Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation Includes Non-TBSRA Expenses for EA 0438U_ and 04157_

[2] San Mateo-Hayward Bridge Widening Includes EA's 00305_, 04501_, 04502_, 04503_, 04504_, 04505 、04506 、04507_, 04508_, 04509_, 27740_, 27790_, 04860_

Note: Details may not sum to totals due to rounding

Appendix E: Regional Measure 1 Program Summary Schedule



Appendix F: Glossary of Terms

AB144/SB 66 BUDGET: the planned allocation of resources for the Toll Bridge Seismic Retrofit Program, or subordinate projects or contracts, as provided in Assembly Bill 144 and Senate Bill 66, signed into law by Governor Schwarzenegger on July 18, 2005 and September 29, 2005, respectively.

APPROVED CHANGES: changes to the AB144/SB 66 Budget or June 2005 BATA Budget as approved by the Bay Area Toll Authority Commission.

AT COMPLETION VARIANCE or VARIANCE (cost): the mathematical difference between the Estimate at Completion and the Current Budget.

COST TO DATE: the actual expenditures incurred by the program, project, or contract as of the month and year shown.

CURRENT BUDGET: the sum of the AB144/SB66 Budget or June 2005 BATA Budget and Approved Changes.

ESTIMATE AT COMPLETION: the current forecast of all of the costs that are projected to be expended so as to complete the given scope of the program, project, or contract.

JUNE 2005 BATA BUDGET: the planned allocation of resources for the Regional Measure 1 Program, or subordinate projects or contracts as authorized by the Bay Area Toll Authority as of June 2005.

PROJECT COMPLETE AB144/SB 66 BASELINE or BASELINE PROJECT (or CONTRACT) COMPLETION DATE: the planned completion date for the Toll Bridge Seismic Retrofit Program or subordinate projects or contracts.

PROJECT COMPLETE BASELINE: the planned completion date for the Regional Measure 1 Program or subordinate projects or contracts.

PROJECT COMPLETE FORECAST or FORECAST PROJECT (or CONTRACT) COMPLETION DATE: the current projected date for the completion of the program, project, or contract.

SCHEDULE VARIANCE or VARIANCE (schedule): the mathematical difference expressed in months between the Forecast Completion Date and the Baseline Completion Date.

The following information is provided in accordance with California Government code Section 7550:

This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA)/Metropolitan Transportation Commission (MTC) for the Toll Bridge Seismic Retrofit and Regional Measure 1 Programs. The contract value for the monitoring efforts, technical analysis, and field site works that contribute to these reports, as well as the report preparation and production, is $1,574,873.

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AGENDA ITEM 4

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC)

DATE: March 16, 2006

FR: Bart Ney, Caltrans

RE: Agenda No. - 4

Item- Bay Bridge Website Preview

Cost:
N/A

Schedule Impacts:
N/A

Recommendation:
The Department will present a preview of the Bay Bridge Website for TBPOC review and approval.

Please review the key pages (attached) from the new Bay Bridge website, especially the Frequently Asked Questions (FAQs) page. Kindly send your comments on these pages, or any text and content on the non-public website to Ivy Morrison at CirclePoint: i.morrison@circlepoint.com by March 30th.

The complete (non-public) website can be viewed at http://test2.pantherinternational.com

Discussion:
We are pleased to announce that a new Bay Bridge website has been developed and is scheduled to launch in late March. We invite the Toll Bridge Program Oversight Committee to visit the non-public beta site to review and comment on the text and content.

The beta site was previewed for members of the Communications Partnership Team (CPT) on March 1, and by the Program Management Team (PMT) on March 13. We are seeking PMT approval on March 20. The CPT and the PMT have also been provided with the beta site URL to enable a more thorough review of the site. Their comments are being incorporated on an ongoing basis. The website text is currently undergoing extensive copyediting.

Memorandum

Please note that the beta site is for internal review purposes only, and should not be shared outside of the partnering agencies at this time. We greatly appreciate your cooperation in keeping the beta site confidential.

The website will ultimately be available at www.baybridgeinfo.org

We look forward to hearing from you.

Thank you.

Attachment(s):
Snapshots of key pages from the new Bay Bridge website

THE SAN FRANCISCO-OAKLAND
BAY BRIDGE
SEISMIC SAFETY PROJECT

CALTRANS | BAY AREA TOLL AUTHORITY | CALIFORNIA TRANSPORTATION COMMISSION

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Bay Bridge Corridor

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511 Current Traffic Conditions

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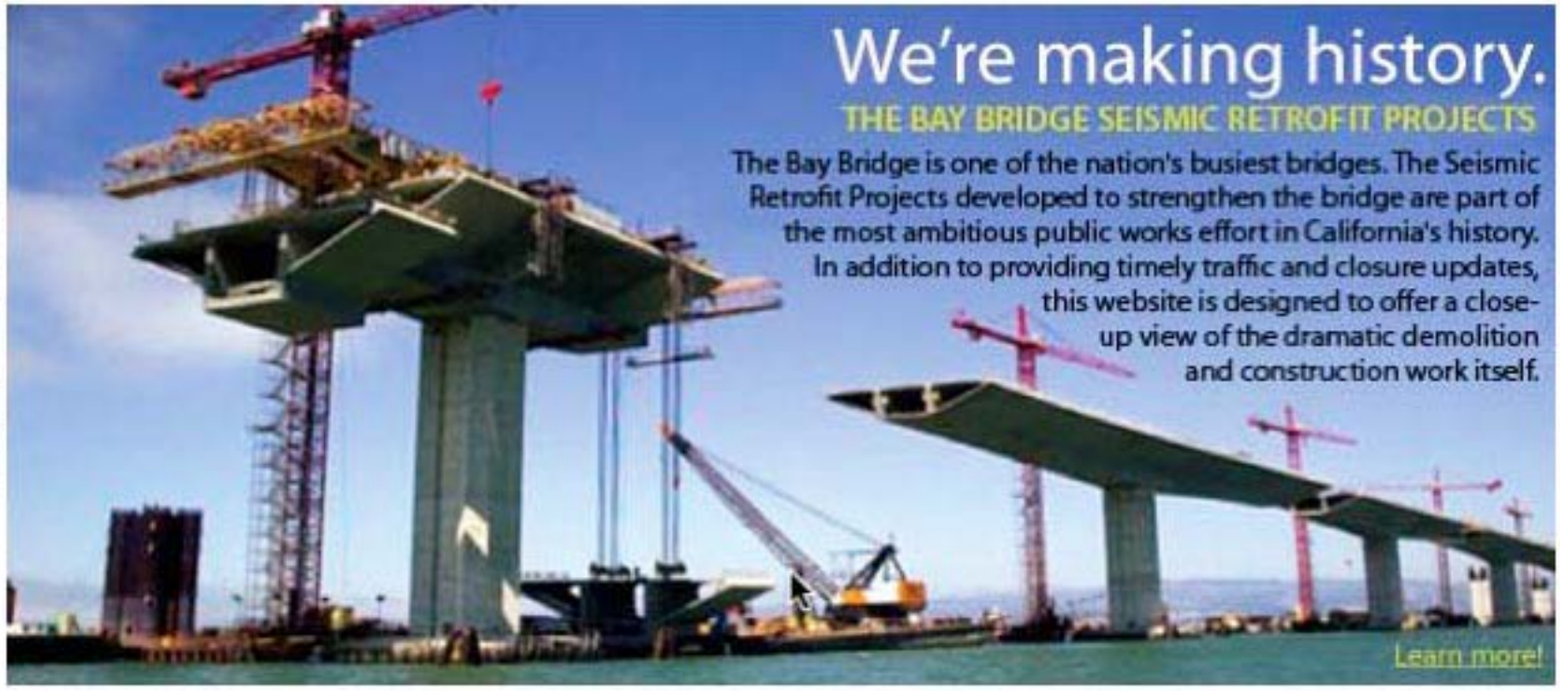

Headlines

Ramp Closures
Body copy about closures and detours go here. more »

Freeway Opening
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On July 18 2005, Governor Schwarzenegger signed **Assembly Bill (AB 144)** into law and thereby created the Toll Bridge Program Oversight Committee (TBPOC) to provide project oversight and project control for the Toll Bridge Seismic Retrofit Program in California.

The TBPOC is composed of the Director of the Department of Transportation (Caltrans), the Executive Director of the Bay Area Toll Authority (BATA), and the Executive Director of the California Transportation Commission (CTC). The TBPOC's program oversight and control activities include review and approval of contract bid documents, review and resolution of project issues, evaluation and approval of project change orders and claims, and the issuance of monthly and quarterly program progress reports.

The San Francisco Oakland Bay Bridge is one of seven State owned and operated California bridges in the Toll Bridge Program, which also includes the Benicia-Martinez Bridge and the Carquinez Bridge.

Caltrans
California Department of Transportation

Bay Area Toll Authority

California Transportation Commission

Monthly & Quarterly Reports

TBPOC_3Q_2005
TBPOC_4Q_2005

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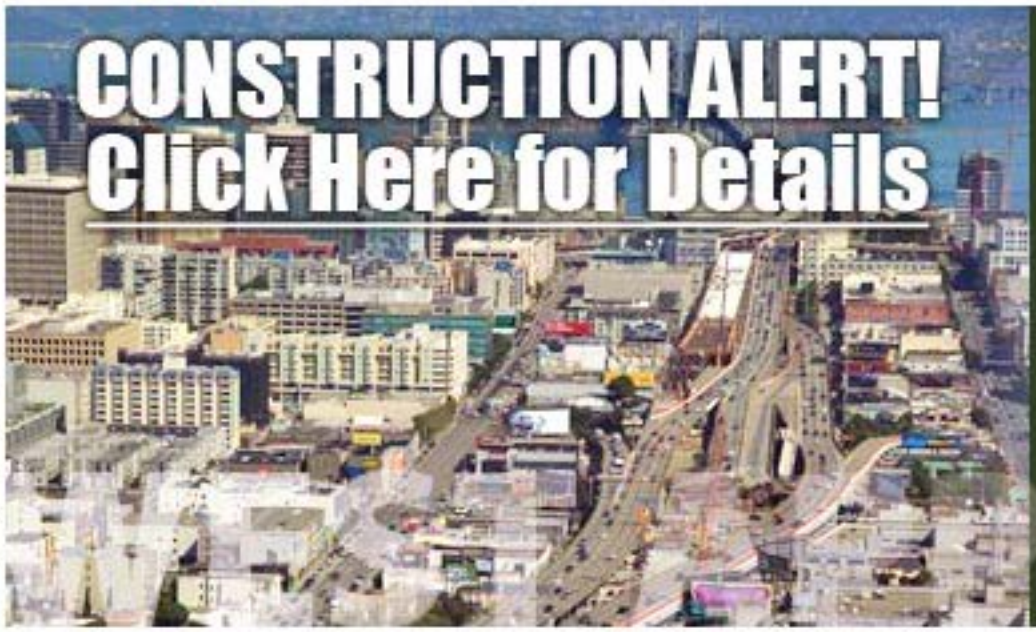

West Approach

The West Approach to the Bay Bridge is bounded by 5th Street and the San Francisco Anchorage at Beale Street. Seismic safety retrofit work on the West Approach involves completely removing and replacing a one-mile stretch of Interstate 80 while allowing traffic to flow as work continues.

The West Approach: "Under Construction!"

Seismic-safety retrofit work on the West Approach involves completely removing and replacing a one-mile stretch of Interstate-80, and six on- and off-ramps. Work will also include seismically retrofitting the West Loop of the Transbay Terminal.

Currently, the West Approach has an upper and lower deck configuration from 3rd Street to the Anchorage, with one foundation system supporting both decks. When the retrofit is completed, each deck will have an independent column and foundation support system. The roadway leading to the double decks will be similar to the East Span's Skyway, with parallel concrete decks.

The major construction and demolition work necessary to retrofit the West Approach occurs in a densely-populated residential and commercial hub of San Francisco south of Market Street. Crews are performing this intensive, round-the-clock work as hundreds of thousands of vehicles move to and from the bridge each day. To add to the challenge, because the work occurs in a highly-developed urban area, accessing the work site with large construction equipment is extremely challenging.

To keep traffic flowing, and to enable work to occur within arm's reach of office buildings and apartments, bridge builders are performing a "retrofit by replacement." Much of this work is performed during the very late hours of the night and on weekends to minimize impacts to heavy commute-hour traffic. Work often involves significant rerouting of traffic from the existing structures to temporary bypasses or surface streets.

Extensive public outreach is provided prior to and during the major construction and demolition work to keep neighbors, motorists, and the general public informed about traffic detours and road closures.

The West Approach seismic retrofit started in 2003 and will be completed in 2009.

Home
Bay Bridge Corridor
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511 Current Traffic Conditions

FASTRAK KEEPING THE BAY AREA MOVING

Sign up for the e-Newsletter

Related Links

Please visit therse sites for more information about the Bay Bridge, transit alternatives, and more.

Related Links

Toll Bridge Program Oversight Committee

Alameda/Oakland Ferry Service

Bay Area Toll Authority

Bicycle Organizations

BART

Caltrans

California Transportation Commission

City of Oakland

City/County of San Francisco

Metropolitan Transportation Commission

newbaybridge.org

Port of Oakland

Port of San Francisco

Treasure Island Development Authority

511 Current Traffic Conditions

FASTRAK KEEPING THE BAY AREA MOVING

Sign up for the e-Newsletter

Frequently Asked Questions

Q: What is happening on the Bay Bridge and why?

A: The Bay Bridge is undergoing a major seismic retrofit program, which will enable it to serve as a transportation lifeline in the event of an emergency, and also bring portions of it up to current transportation standards. Following the 1989 Loma Prieta Earthquake, which damaged a section of the Bay Bridge, extensive studies were undertaken to determine whether the state's largest bridges were seismically safe.

As a result of these studies, it was determined that the entire bridge required seismic retrofit work. The San Francisco side of the Bay Bridge (the West Span and West Approach), required seismic retrofit work; for the Oakland side of the bridge (the East Span) the most cost effective solution requires the complete replacement of the existing span.

Q: How much will the new Bay Bridge cost?

A: The estimated cost for the new Bay Bridge (the East Span), is $5.487 billion. This amount does not include program contingencies. Project and contract costs are evaluated continuously.

Q: How is the new Bay Bridge being financed?

A: Assembly Bill (AB) 144, which was signed into law by Governor Schwarzenegger on July 18, 2005, provides a comprehensive financial plan for the Toll Bridge Seismic Retrofit Program, including the consolidation and financial management of all toll revenues collected on state-owned bridges in the San Francisco Bay Area under the jurisdiction of the Bay Area Toll Authority (BATA). The bill provides $630 million in additional state funding and authorizes BATA to increase tolls on the state-owned bridges in the Bay Area by $1, no sooner than January 1, 2007 to provide adequate funding for the completion of the Toll Bridge Seismic Retrofit Program.

Q: When will the new Bay Bridge be complete?

A: The seismic retrofit work on the Bay Bridge is being performed through a series of complex projects. Several of these projects have already been completed, including the seismic retrofit of the bridge's West Span, between San Francisco and Yerba Buena Island.

The East Span is being entirely replaced. The estimated date for seismically retrofitting the entire structure and opening the new bridge to traffic in both directions is 2013.

Q: Why is it taking so long to finish the seismic-safety work?

A: The seismic safety work on the Bay Bridge encompasses multiple projects. Each one of these projects is extremely complex. Seismic safety work on the West Span of the bridge has already been completed, and work is well underway on the one-mile stretch of interstate highway connecting San Francisco to the Bridge, known as the West Approach. The East Span of the bridge will be seismically retrofitted through the complete replacement of the existing span. This involves multiple projects, including the construction of a 1.3-mile Skyway; a Self-Anchored Suspension span consisting of a 525-foot tower supporting a bridge deck connecting the Skyway bridge to Yerba Buena Island; transition structures on YBI; and the east end of the bridge connecting to the toll plaza area (Oakland Touchdown).

One of the greatest challenges in performing any seismic safety work on the Bay Bridge is that traffic must be kept moving. This has required the construction of temporary structures, and shifting of traffic from the existing bridge to the

AGENDA ITEM 5

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** March 16, 2006

FR: Ken Terpstra, SFOBB Project Manager
Dennis Turchon, Construction Manager

RE: Agenda No. - 5a
West Approach Project
Item- June 2006 Demolition of Frame 8U North

Cost:
N/A

Schedule Impacts:
No schedule issues discussed. Discussion will relate to work occurring in June 2006.

Recommendation:
Information only.

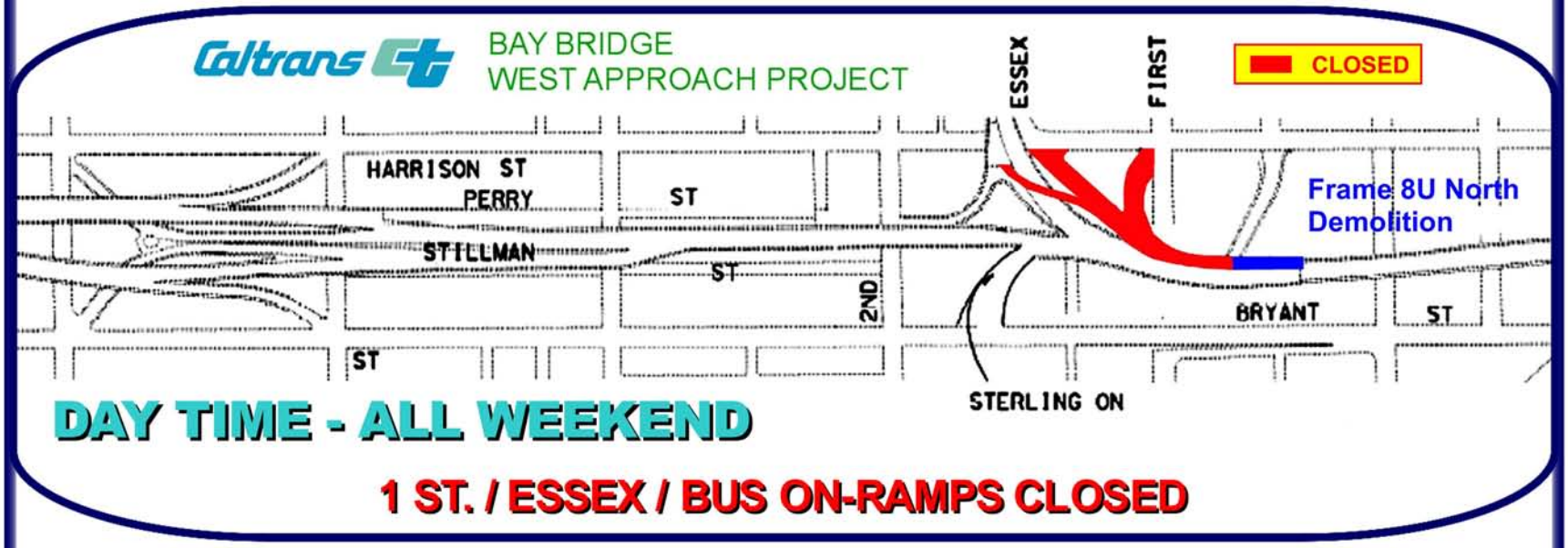
Discussion:
The Department is in the process of a very complex seismic retrofit of the West Approach (I-80) in San Francisco. The Department's informational presentation will discuss the major construction activities (Frame 8U North & Traffic Split) upcoming in June, 2006. Similar to the demolition activities of last October on Frame 7U North, the project has progressed to the next quadrant of demolition, Frame 8U North, and this work will be highlighted. Other areas of the project, such as the 5th street ramp staging, will also be covered. The presentation will give history, progress-to- date, and an explanation to why the demolition activities are in a certain logical sequence while detailing the traffic impacts required to perform this work. All these upcoming activities are structurally sensitive and significantly impact traffic.

Prior to these major traffic impacts, an extensive outreach program will commence to include elected officials, media and others as outlined in the Bay Bridge Communications and Public Awareness Plan.

Attachment(s):
1) Frame 8U North upcoming two weekend closure detail
2) 5th street off ramp/mainline bypass lane pictorial

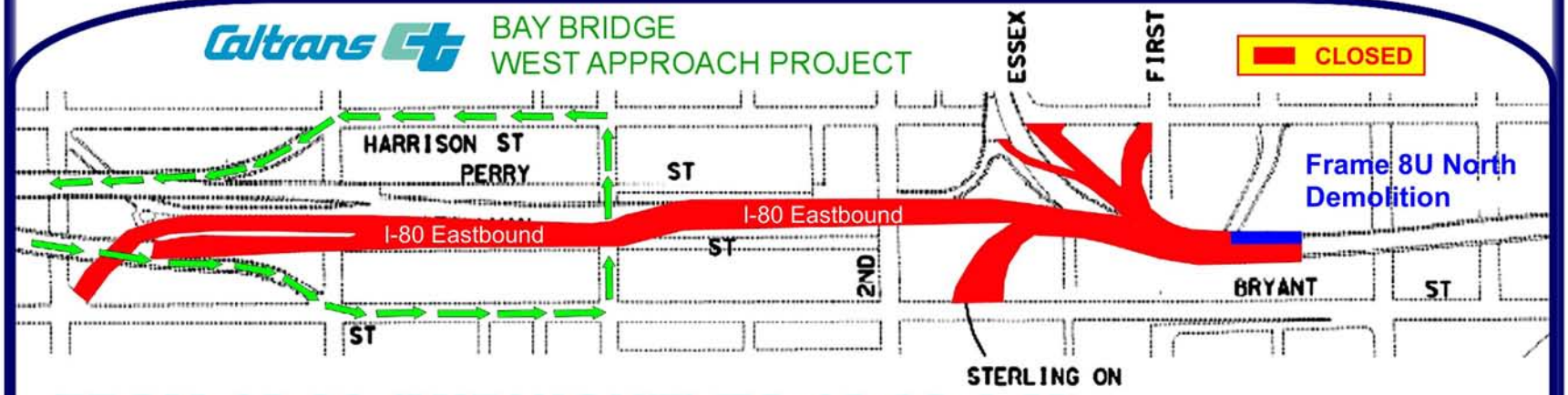
FRAME 8U (N) UPCOMING 2-WEEKEND CLOSURE

I-80 EASTBOUND (LOWER DECK)
TRAFFIC HANDLING PLAN



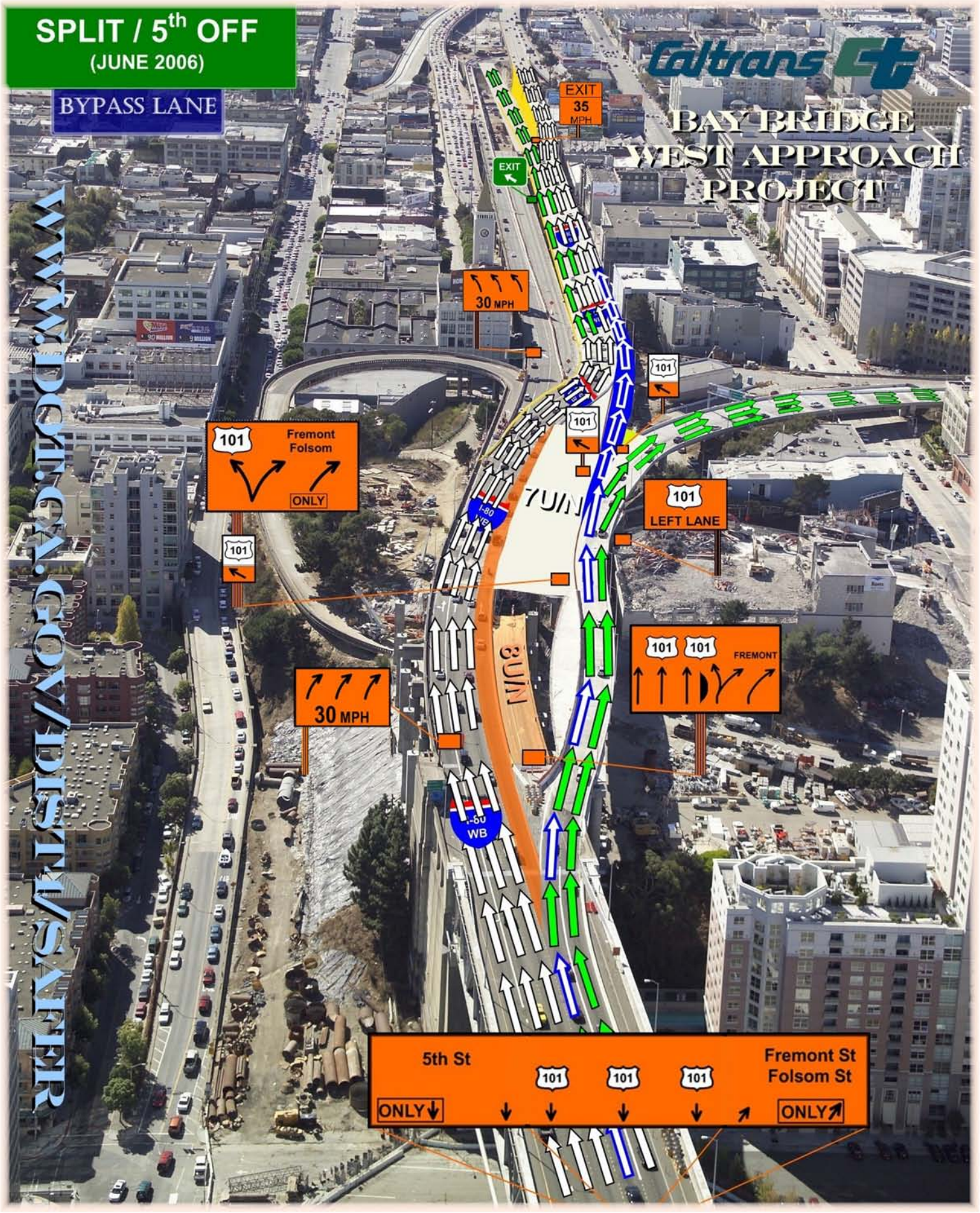
DAY TIME - ALL WEEKEND

1 ST. / ESSEX / BUS ON-RAMPS CLOSED



FROM 12:00 (MIDNIGHT) TO 10:00 A.M.

LOWER DECK (I-80 EB) CLOSED - NO ACCESS


SPLIT / 5th OFF
(JUNE 2006)
BYPASS LANE
Caltrans
BAY BRIDGE
WEST APPROACH
PROJECT
WWW.DOINGGOV/DIST4/SAFER
EXIT
35
MPH
EXIT
30 MPH
101
Fremont
Folsom
ONLY
101
101
LEFT LANE
101
101
FREMONT
30 MPH
I-80
WB
5th St
ONLY
101
101
101
Fremont St
Folsom St
ONLY

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC)

DATE: March 16, 2006

FR: Bart Ney, CirclePoint

RE: Agenda No. - 5b

Item- West Approach Project

June 2006 Communication Plan

Cost:
N/A

Schedule Impacts:
N/A

Recommendation:
Information only.

Discussion:
The Public Outreach Plan for 8U North Closures will be implemented one month prior to closures. The new Bay Bridge website will provide an opportunity to keep visitors up-to-date regarding closures and detours for the project, and will also serve as a mechanism for addressing public comments.

Attachment(s):
To be provided at the TBPOC meeting.

AGENDA ITEM 6

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC)

DATE: March 16, 2006

FR: Tony Anziano, Toll Bridge Program Manager

RE: Agenda No. - 6

Item- Quarterly Report
1st Quarter Program Budget Forecast Review

Cost:
N/A

Schedule Impacts:
N/A

Recommendation:
Information only.

Discussion:
The Department will present the 1st Quarter Program Budget Forecast.

Attachment(s):
To be provided at the March 23rd TBPOC meeting.

AGENDA ITEM 7

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC)

DATE: March 16, 2006

FR: Tony Anziano, Toll Bridge Program Manager

RE: Agenda No. - 7a

Item- Concrete Supplier Update

Cost:
N/A

Schedule Impacts:
N/A

Recommendation:
Information only.

Discussion:
The Department will present an update on the Concrete Supplier issue.

Attachment(s):
Pacific Cement Talking Points

Pacific Cement talking points

Pacific cement worked as a sub contractor on the Bay Bridge West Approach retrofit project. Pacific Cement was dismissed from the West Approach project for failing to meet the needs of production specified in the contract.

West Approach

- Pacific Cement operated their own commercial batch plant and was in control of the mix process on the West Approach.
- On the West Approach project Pacific Cement worked from June 2003 through July 2005 using material directly from their batch plant. During that time Pacific Cement began to have production issues that slowed down the project's construction schedule.
- On July 15, 2005 a Caltrans inspector identified that the concrete mix being used by Pacific Cement was not the same as what was specified in the contract. One test confirmed that Pacific Cement was using recycled aggregate in structural concrete mixes that called for crushed aggregate material.
- Pacific Cement was dismissed from the project for lack of production capability and for failing to provide specified materials.
- Caltrans is conducting further investigations to determine the extent that Pacific Cement used materials not specified by the contract.
- During the hundreds of pours conducted by Pacific Cement, Caltrans performed 1200 tests to assess the strength of the concrete being used. All testing confirmed that the strength of the concrete actually used was sufficient to meet design requirements.
- Because the concrete pours Pacific Cement made passed the testing Caltrans requires for strength, there is not a concern with the structural strength or seismic stability of the structures they were involved with constructing.
- There is a concern that the overall life span of the product may be affected by Pacific Cement using recycled aggregate instead of the specified material. Recycled aggregate may not provide the same level of corrosion protection needed.
- Many of the West Approach project's cement structures are temporary and designed to handle traffic while existing structures are demolished and new permanent structures are built. In these cases where temporary structures are involved, life span is not an issue.
- If it is determined that the concrete pours that Pacific Cement made on permanent structures contain recycled aggregate and that material does not provide the durability needed, then a sealer coat may be used on the outside of the concrete preserving the life span of the structure.
- The Quality Control and Assurance procedures Caltrans uses assume that contractors perform their work in a professional and legitimate manner. On the West Approach project both the prime contractor Tutor Saliba Corporation and Caltrans acted quickly to replace Pacific Cement after it was determined that they were in breach of the contract specifications.
- Caltrans will pursue all legal options to recover costs incurred by the actions of Pacific Cement.

East Span

- On the East Span Skyway project Pacific Cement worked with a unique concrete mix designed specifically and exclusively for casting the Skyway deck segments.
- At the Stockton Yard facility where the concrete batch plant is located available material is limited to only contractually specified materials.
- The prime contractor KFM took over day to day operations from Pacific Cement in June of 2005 due to insolvency issues that PC was facing.

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC)

DATE: March 16, 2006

FR: Tony Anziano, Toll Bridge Program Manager

RE: Agenda No. - 7b

Item- Strategy for H.R. 4712 Baird – Buy America

Cost:
N/A

Schedule Impacts:
N/A

Recommendation:
Information only.

Discussion:
The Department will present an update on the Buy America issue.

Attachment(s):
Buy America Talking Points

Buy America Talking Points

Close to 100% of the steel used so far on the East Span of the Bay Bridge has been domestic steel.

The decision to divide the Bay Bridge East Span project into a number of separate construction contracts was made years ago with the sole intent of increasing the number of contractors that would be able to participate in bidding and therefore increasing competition among contractors for the project as a whole. This is consistent with national practice for very large construction projects.

Our most important goal is to build a seismically safe bridge as quickly as possible. The best way to achieve this is by using local and state dollars for the SAS.

The SAS contract does not contain a Buy America requirement. It does not have a Buy Asia requirement. The bidding on the SAS is open to international competition. We cannot speculate on where the steel will come from on bids that have not yet been awarded. The prime contractor will decide where the steel will come from that is needed to build the SAS.

We do know from history that a Buy America requirement for the SAS is likely to have a significant cost associated with it, primarily due to its limitation on competition. The single SAS bid submitted in May 2004 provided bids for both domestic and international steel. The international steel bid ($1.4 billion) was approximately $400 million lower than the domestic steel bid ($1.8 billion).

The Department engaged in outreach to as many contractors, domestic and international, as possible. We're hoping to have multiple bidders on the Self- Anchored Suspension span. This will enable the state to deliver the best deal possible for California taxpayers and insure prompt completion of this important seismic safety project.

Background Facts

3 of 4 major contracts awarded as of this date included Buy America (E2/T1, Skyway and W2 were all Buy America. South-South Detour is not Buy America).

2 of the 3 major contracts left to be awarded will include Buy America (Yerba Buena Island Transition Structure and Oakland Touchdown will have Buy America. SAS does not have Buy America).

The majority of steel (structural and reinforcing) for the overall project is actually in the Skyway, a Buy America contract

East Span Steel percentages: Skyway – 50%
SAS - 24%
Other contracts – 26%

(note – these percentages do not include South-South Detour – since it is design/build, we do not have steel quantities for the contract).

Contractor outreach did include a trip to China to determine if Chinese contractors were interested in submitting a bid on the SAS.

This has become an issue primarily due to the introduction of H.R. 4712 by Congressman Brian Baird of Washington. H.R. 4712 was introduced on February 6, 2006 and is an amendment to the existing Buy America law. While it does not specifically mention the Bay Bridge, it is specifically intended to affect the Bay Bridge. It would have the affect of precluding the use of any additional federal funds on the Bay Bridge for failure to include a Buy America requirement in the SAS contract. Baird has claimed that the Department is trying to circumvent Buy America by dividing the Bay Bridge project up into a number of construction contracts (see above).

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** March 16, 2006

FR: Andrew Fremier, BATA Deputy Executive Director

RE: Agenda No. - 7c

Item- BATA Adoption of Seismic Budget

Cost:
N/A

Schedule Impacts:
N/A

Recommendation:
Information only.

Discussion:
BATA will present information on the BATA Adoption of the Seismic Budget.

Attachment(s):
To be provided at the March 23rd TBPOC meeting.

AGENDA ITEM 8

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC)

DATE: March 16, 2006

FR: Tony Anziano, Toll Bridge Program Manager

RE: Agenda No. - 8a

Item- SFOBB East Span SAS Contract
SAS Bid Opening Update

Cost:
N/A

Schedule Impacts:
N/A

Recommendation:
Information only.

Discussion:
The Department will present an update on the SAS Bid Opening.

Attachment(s):
None.

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** March 16, 2006

FR: Kris Kuhl, Chief, Office of Contract Awards and Services

Caltrans, Division of Engineering Services – Office Engineer

RE: Agenda No. - 8b

Item- SFOBB East Span SAS Contract (04-0120F4) 30-Day Roadmap for Award

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Cost:
N/A

Schedule Impacts:
N/A

Recommendation:
Information only.

Discussion:
The Department will present information on the SFOBB East Span SAS Contract 30-day Roadmap for Award.

Attachment(s):
Contract 04-0120F4 (SFOBB Self-Anchored Suspension Bridge) Contract Award Fact Sheet

SFOBB EAST SPAN REPLACEMENT PROJECT
SELF-ANCHORED SUSPENSION BRIDGE
CONTRACT 04-0120F4

30 DAY ROADMAP TO AWARD FACT SHEET

Background: Addenda No. 7, issued January 23, 2006, revised Section 3-1.01B "Award and Execution of Contract" to state that the award of the contract, if made, will be within 30 days after bid opening, unless an extension is agreed upon between the Department and the low bidder.

Bid Opening: The bid opening will be held at 2 PM on March 22, 2006 in the Auditorium of 1120 N Street, Sacramento (Caltrans Headquarters Building). The bid opening will also be webcast at: http://www.dot.ca.gov/bidopening/

Award Requirements: The Department is to award the contract to the lowest responsible bidder (Ref. SCA 10180).

Award Milestones: The major milestones for bid opening through contract award are described below with anticipated completion dates. These milestones presume that the low bid will be within the allocated amount for contract award. Note: a bid relief request, a "no good faith effort" finding by Civil Rights or a bid protest could make a 30 day award unlikely.

Contract Award Process	Milestone	Product	Responsible Unit	Anticipated Start Date	Anticipated Completion Date	Duration (calendar days)
Determine Low Bidder	Bid Opening	As-Read Bids	Office Engineer	3/22/06	3/22/06	0
	Bid Verification	Bid Summary with ranking of bids	Office Engineer	3/22/06	3/23/06	1
Determine Financial Requirements for Award	Funding Analysis	Award G-12 Request	Office Engineer	3/23/06	3/30/06	7
	Award G-12	Approved G-12	Budgets	3/30/06	4/7/06	7
	Phase 4 Expenditure Authorization (EA)	Approved Phase 4 EA	Accounting	4/7/06	4/14/06	7
Determine Low Bidder Responsiveness	Escrow of Bid Documents	Info for Award Recommend-ation	District 4	3/28/06	3/29/06	1
	DVBE Goal/Good Faith Effort	Approved Goal Attainment or GFE	Civil Rights	3/29/06	4/14/06	16
	District Contract Award Recommendation	Contract Award Recommend-ation Memorandum	District 4 with support from DES-Structures Design	3/23/06	4/4/06	12
	Low Bidder Pre-Award Qualification and Approval (including Fabrication Audit)	Recommend-ation to Chief Engineer and approval	Pre-Award Qualification Chairperson (Mickey Horn)	3/23/06	4/14/06	22
Contract Award		Awarded Contract	Office Engineer	3/22/06	4/17/06	26

AGENDA ITEM 9

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** March 16, 2006

FR: Jon Tapping, Project Manager, Toll Bridge Risk Management

RE: Agenda No. - 9a

Item- SFOBB East Span Skyway Contract: Risk Management Update

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Cost:
N/A

Schedule Impacts:
N/A

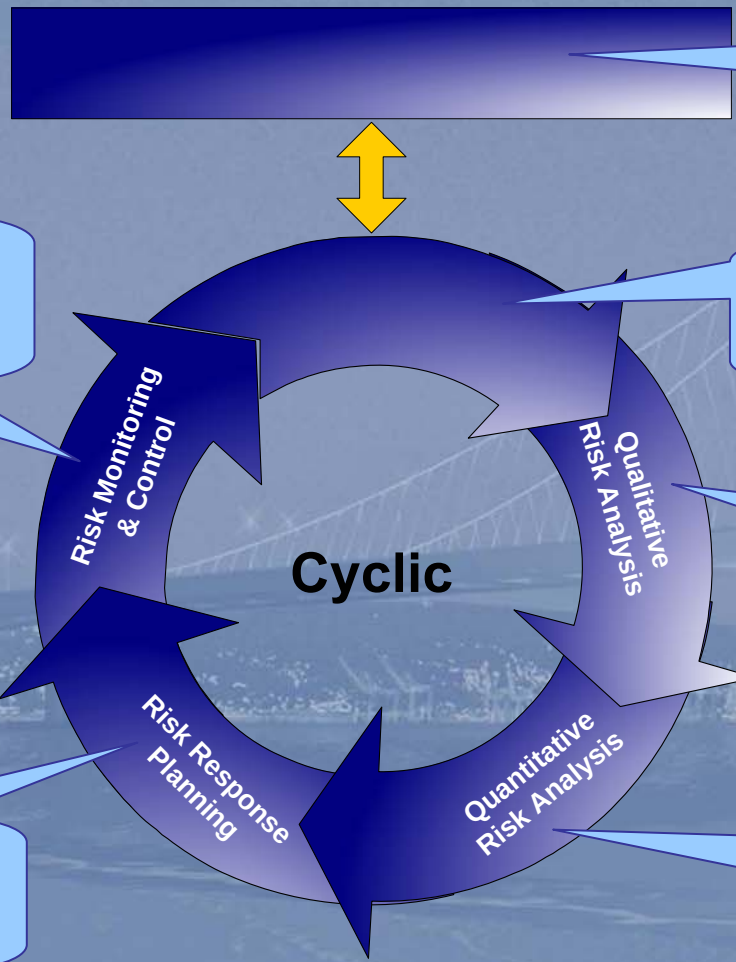
Recommendation:
Information only.

Discussion:
The Department will provide an update on risk management for the SFOBB Skyway contract. The presentation will include a brief overview of the risk management plan with information on identified risks, analysis and prioritization, and risk response planning and resolution.

Attachment(s):
Skyway Risk Management Presentation

Skyway
Risk Management

Caltrans Risk Management Cycle



How to approach, plan and execute the risk management activities

Track identified risks, monitor residual risks, identify new risks, execute risk response actions

Determine risks which might affect the project, and their characteristics (probability, impact)

Prioritize risks for subsequent further analysis or action

Develop options and actions to reduce threats and enhance opportunities

Analyze numerically ($,time) the effect of risks on project objectives

Risk Response Team

Project Management	Pete Siegenthaler	SFOBB Construction Manager
Project Management	Jon Tapping	Risk Manager
Project Management	Rob Kobal	Construction Coordinator
Project Management	Jon Tapping	Project Manager (interim)
Construction	Rick Morrow	Area Construction Manager
Construction	Lourdes David	Senior Resident Engineer
Construction	Gary Lai	Senior Structure Representative
Functional Support	Tom Ostrom	Supervising Bridge Engineer (OSD)
Functional Support	Dan Adams	Senior Bridge Engineer (OSD QA)
Functional Support	Steve Hulsebus	Supervising Transp. Engineer (D - 4)
Functional Support	Ken Brown	Supervising Bridge Engineer (Maint.)
Functional Support	Barry Loo	Traffic Manager
Functional Support	Dale McCrossen	Operations (Highway Ops)
Functional Support	Bart Ney	Public Information Officer
Project Oversight	Stephan Maller	CTC representative
Project Oversight	Ted Hall	BAMC representative
Risk Management	Rein Lemberg	Caltrop

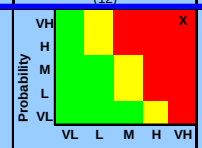
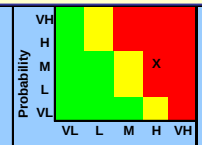
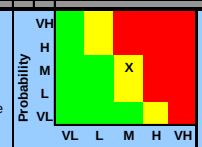
Risk Management Impact Categories

	Very Low	Low	Moderate	High	Very High
Cost (Budget)	0-$5.0 million	$5.0-10.0 million	$10.0 -$20.0 million	$20.0-$40.0 million	$40.0 million +
Schedule (Time)	0-5 days	5-10 days	10-20 days	20-40 days	40 days+

Risk Register

Dist - E.A 04-012024 Skyway
Date
Revised 2/15/2006

PROJECT RISK MANAGEMENT PLAN

Priority	Identification							Qualitative Analysis				OPTIONAL Quantitative Analysis		
	Status	ID #	Date Identified Project Phase	Functional Assignment	Threat/Opportunity Event	SMART Column	Risk Trigger	Type	Probability	Impact	Risk Matrix	Probability (%)	Impact ($ or days)	Effect ($ or days)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15) =(13)x(14)
	Active	1	4/1/2006 Construction	Construction: Known Risks	Significant Project Delay	The Department is held responsible for the significant delays that have happened/continue to happen on the Hinge Pipe Beam or the Service platform issues.	Department approves TIA and grants contract time to Contractor	Schedule Cost	Very High	Very High		90%	days($31.5m	80days($28.5mill)
	Active	2	4/1/2006 Construction	Construction: Known Risks	Hinge Pipe Beam Direct Costs	Since September 2004 the Contractor has being having problems meeting contract requirements for the hinge pipe beams. The Contractor claims that the Hinge Pipe Beam was not a suitable application for the specified steel materials. The issue has been heard by the DRB and a decision is pending The Contractor has experienced impacts and inefficiencies for the past 12 months and has being mitigating the costs by resequencing erection activities and is claiming $40 million in direct impact costs.	Department initiates CCO as a result of a DRB loss	Cost	Moderate	High		50%	$30 million	$15 million
	Active	3	9/1/2004 Construction	Construction: Known Risks	Tub Girder Production Issues	The Contractor has submitted 13 NOPCs with a claimed amount of $15,000,000, related to the welding of the Steel Tub Girder. In general, the Tub Girder sub-contractor (USI) is claiming that the Department has being over-zealous in its interpretation and enforcement of the contract requirements. Seven of these NOPCs	Department loses NOPCs on the Tub Girder issues	Cost	Moderate	Moderate		50%	$15 million	$7.5 million

Impact

Risk Identification

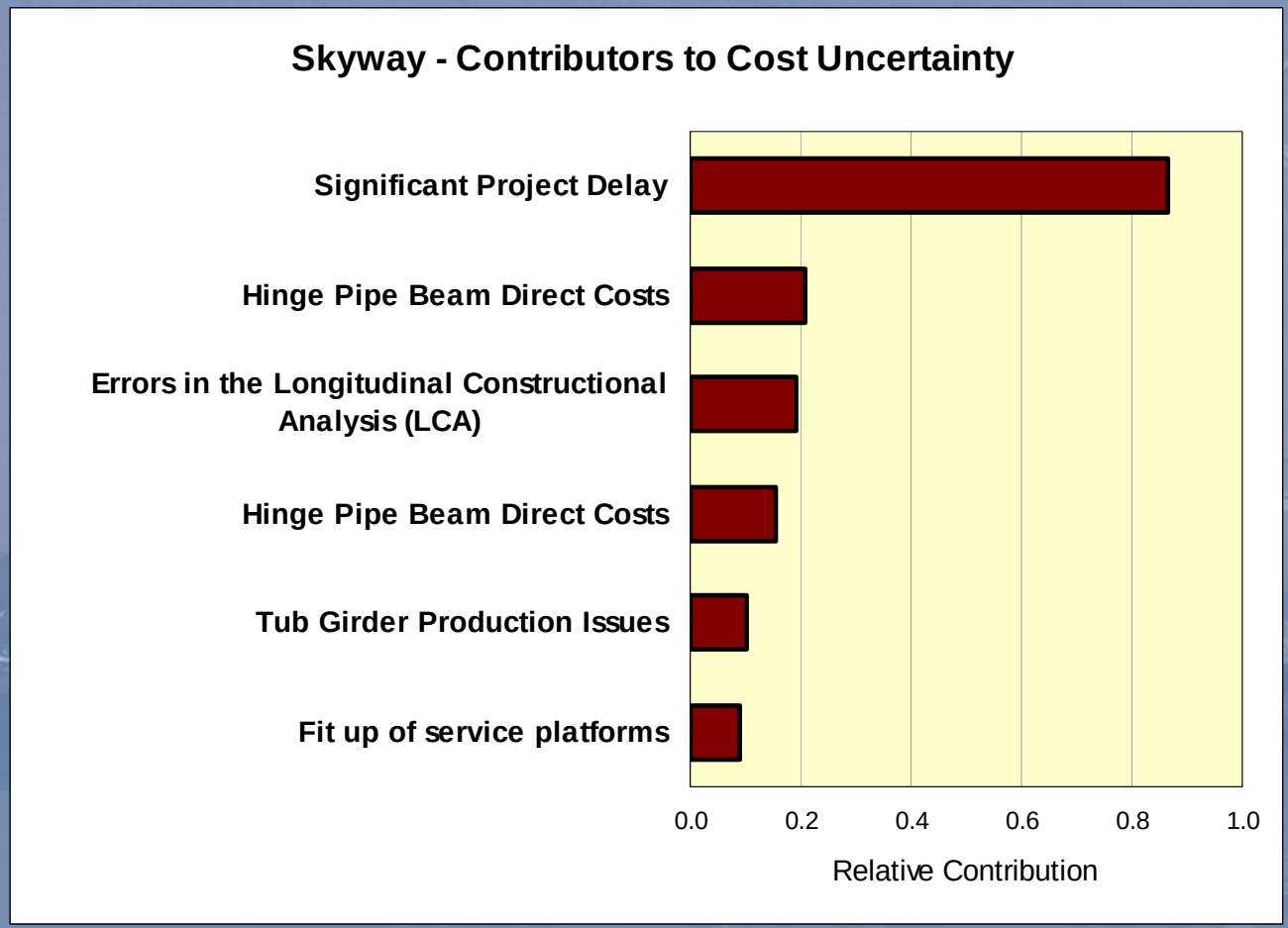
Qualitative Analysis

The Top Risks

Risks having High Exposure

Significant Project Delay		●
Hinge Pipe Beam Direct Costs	●	
Errors in the Longitudinal Constructional Analysis (LCA)	●	
Tub Girder Production Issues	●	
Fit up of service platforms	●	
Closing out other identified CCOs	●	

Tornado Diagram

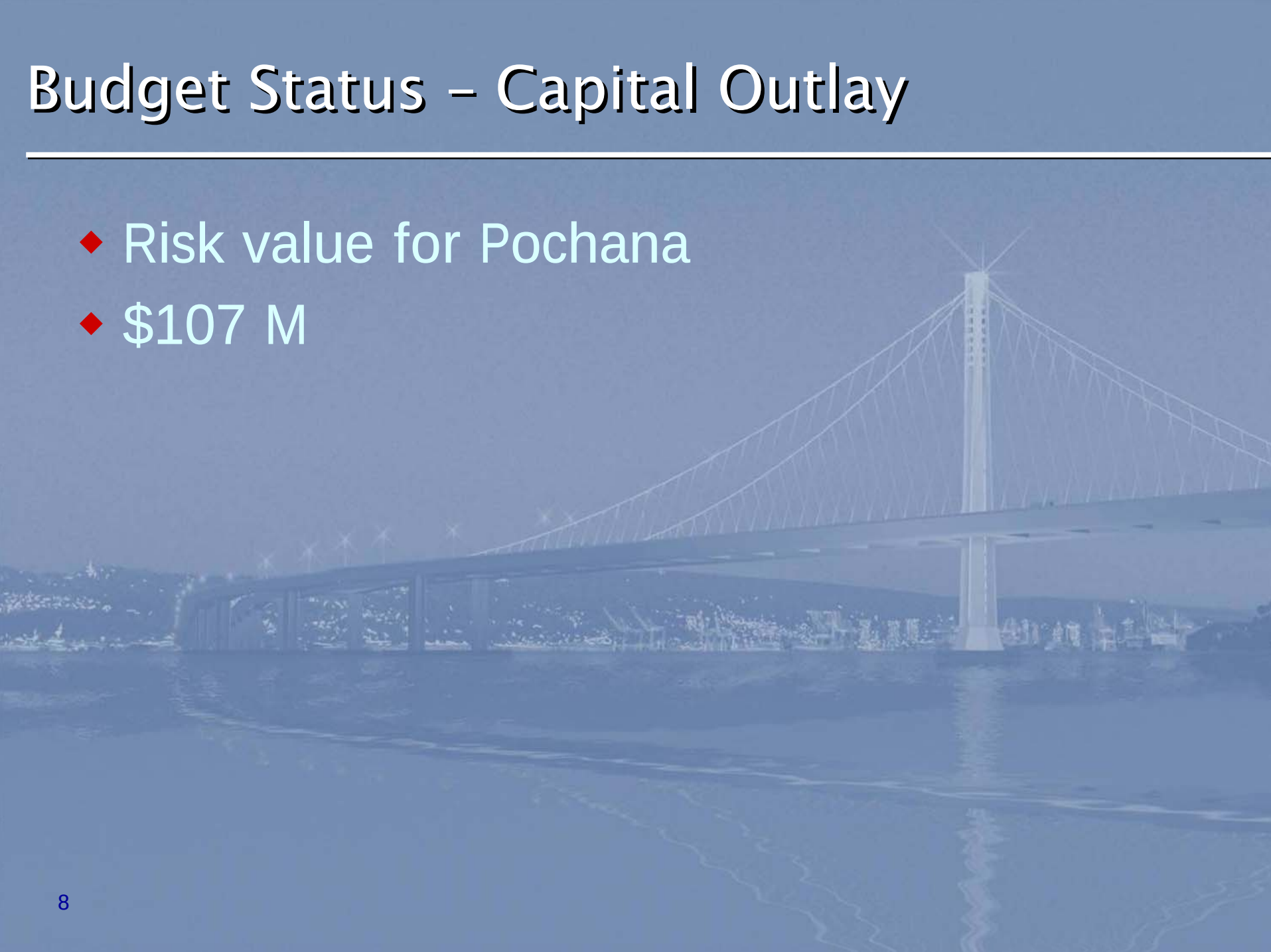


Risk Responses

Significant Project Delay	
Hinge Pipe Beam Direct Costs	
Errors in the Longitudinal Constructional Analysis (LCA)	
Tub Girder Production Issues	
Fit up of service platforms	
Closing out other identified CCOs	

Budget Status – Capital Outlay

- Risk value for Pochana
- $107 M



AGENDA ITEM 10

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** March 16, 2006

FR: Tony Anziano, Caltrans Toll Bridge Program Manager

RE: Agenda No. - 10a

Item- SFOBB East Span South/South Detour Contract SSD/YBITS Strategy Update

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Cost:
N/A

Schedule Impacts:
N/A

Recommendation:
Information only.

Discussion:
The Department will present an update on the SFOBB East Span SSD/YBITS Strategy.

Attachment(s):
None.

AGENDA ITEM 11

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** March 16, 2006

FR: Tony Anziano, Toll Bridge Program Manager

Steven Hulsebus, Office Chief, Toll Bridge Design

RE: Agenda No. - 11

Item- SFOBB Oakland Touchdown, Navy Submarine Cable Contract

Cost:
$7,551,000

Schedule Impacts:
Approval is needed to reduce potential impact to Contract 04-0120L1. Contract 04-0120L1 construction begins in mid-2007. Time is necessary to obtain agreement for costs between City of San Francisco and the State.

Recommendation:
The Department is requesting approval for the SFOBB Oakland Touchdown, Navy Submarine Cable Contract.

Discussion:
City of San Francisco has requested upgraded improvements in the amount of $3,890,000. Agreement between the City and the State is needed to cover the total cost of $7,551,000. PS&E has been prepared incorporating City's requested upgrades.

Attachment(s):

- Redline comments from San Francisco on the draft Cooperative Utility Agreement for the Submarine Cable
- Contract 04-0120K1 Fact Sheet

FACT SHEET
San Francisco-Oakland East Span Seismic Safety Project
Submarine Cable Replacement Contract
(Contract 04-012K1)
March 13, 2006

PROJECT DESCRIPTION:

The Submarine Cable Replacement project consists of installing two new electric submarine cables between the Oakland Mole and Treasure Island (TI). These cables will service TI in lieu of the existing cable (owed by the Navy) which will be impacted by construction of the new piers 18R and 18L of the first Oakland Touchdown (OTD) Project. The first OTD Project (Contract 04-0120L1) is scheduled to start in mid-2007. In order to avoid potential conflict with the OTD project, the cable replacement shall be completed no later than fall of 2007. This project will be over-sighted by San Francisco Public Utility Commission (SFPUC).

These submarine cables will be installed using the "Jet-Plow" method, which will bury the cable 1.8 meters to 3.0 meters below the bay floor without major environmental impact (i.e. turbidity). The combined lengths of these cables are approximately 6600 meters.

BACKGROUND AND DISCUSSION:

The United States Department of the Navy ("Owner"), signatory Owner of the existing submarine cable, is negotiating for the transfer of Treasure Island, including the electrical distribution system that is supported by the single existing submarine cable, to the Treasure Island Development Authority ("TIDA"), a redevelopment agency under state law and acting as the local reuse authority designated by the Federal Office of Economic Adjustment for the purposes of converting this former Naval Station on Treasure Island in the City and County of San Francisco ("City") to productive civilian uses.

Owner and State have entered into a Memorandum of Agreement dated September 9, 2005, under which State agreed to replace the existing submarine cable with a relocated new cable and issue a new right-of-way permit at no cost to Owner or its successor in interest, and Owner agreed, for itself and its successor in interest, to issue a license at no cost allowing State to install the replacement cable by anchoring it at the Treasure Island terminus utility vault.

In addition, State and Owner entered into an agreement to build a replacement building for Owner and its successor in interest as a replacement for existing building 213 that had to be demolished to make space for States' new East Span of the San Francisco-Oakland Toll Bridge connection point on Yerba Buena Island and the parties intend that the installation of the two replacement cables from Oakland to Treasure Island by State will now substitute that building replacement obligation with State's duty to install the replacement submarine cables at a State cost not to exceed $3,656,000.

TIDA and City, acting by and through its Public Utilities Commission, have since determined that two (2) higher-capacity 1000 KCMIL cables (instead of the existing 750 KCMIL cable) would make a significant contribution to conversion of the former military base to civilian use and would enhance TIDA's ability to proceed with a redevelopment

plan for the Islands.

TIDA and City have requested that State install the two (2) 1000 KCMIL replacement cables to TIDA's & City's specifications in lieu of a replacement cable equivalent in capacity to the existing cable, and have agreed to reimburse the State for the incrementally higher material and installation costs as set forth herein.

Status:
PS&E is complete (incorporating the upgrades requested by TIDA) and ready to be submitted pending TBPOC and BATA approval.

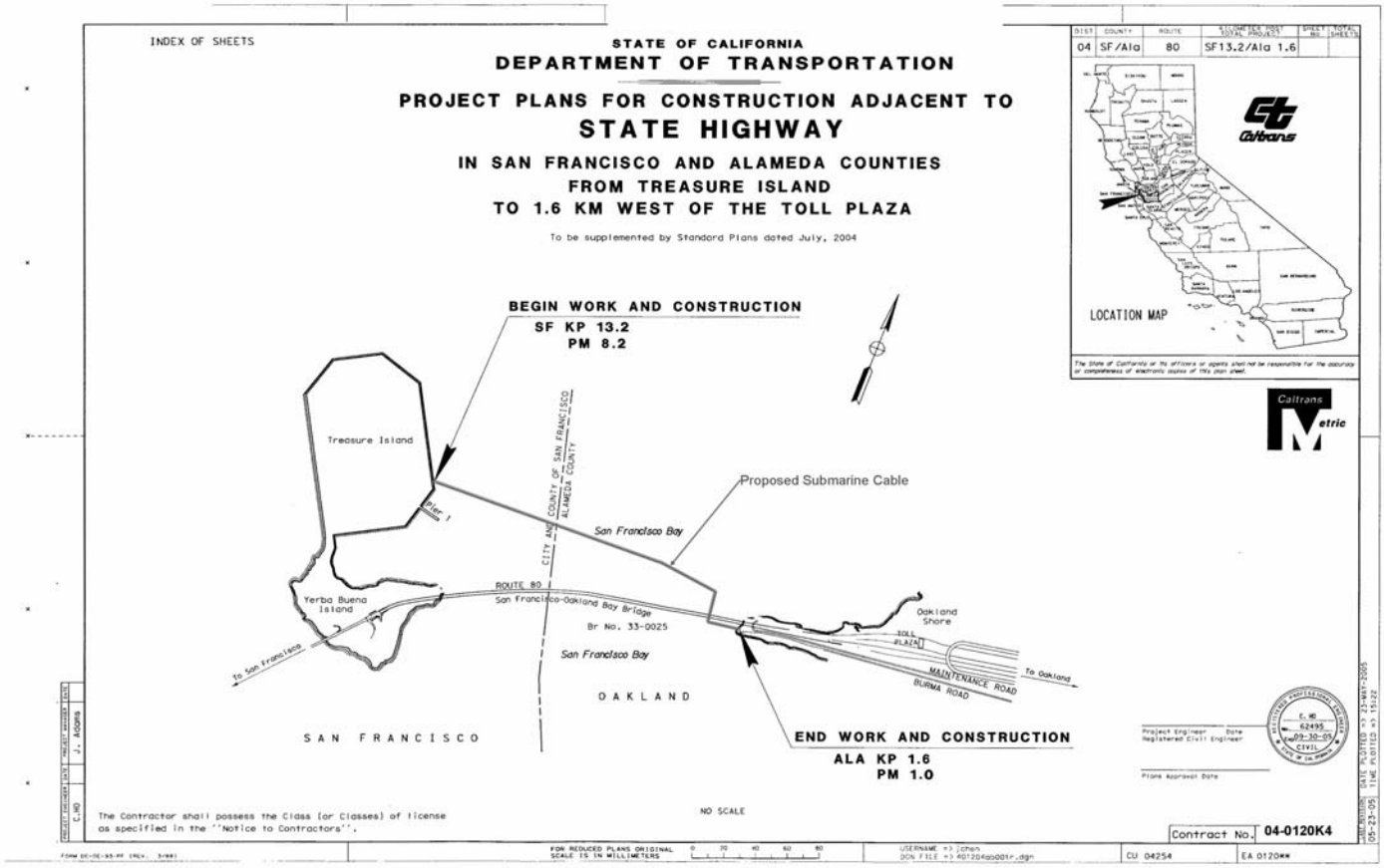
Approval should be given now in order not to delay contract 04-0120L1.

COST AND SCHEDULE:
Engineers estimate: $7,551,000 (assuming two 1000 KCMIL submarine cables)
Caltrans is responsible for the replace-in-kind cost of $3.66 million.

SFPUC will be reimbursing the Department for the cost of approximately $3.89 million (for higher-capacity cables). An agreement between San Francisco and the State to cover this reimbursement is being coordinated at this time.

4th Quarter 2005 Capital Outlay Forecast - $9,600,000

Duration: 330 days



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COOPERATIVE UTILITY AGREEMENT **3/14/06**

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A. The State of California, acting by and through its Department of Transportation ("State"), proposes, pursuant to the terms of this Cooperative Utility Agreement ("CUA"), entered into effective this _____ day of _____2006, to install one "750 KCMIL" or two "1000 KCMIL" armored submarine electrical supply cables including new vault connections in the City of Oakland to the existing "34.5 KV" submarine cable utility vault connection at Treasure Island as a replacement for that one existing cable that might interfere with construction of the San Francisco-Oakland Bay Bridge East Span Seismic Safety Project in its present location; and

B. The United States Department of the Navy ("Owner"), signatory Owner of the existing submarine cable, is negotiating for the transfer of portions of the former Naval Station Treasure Island (the "Base"), including the electrical distribution system that is supported by the single existing 34.5 KV submarine cable, to the Treasure Island Development Authority ("TIDA"), a redevelopment agency under state law and acting as the local reuse authority designated by the Federal Office of Economic Adjustment for the purposes of converting the former Base in the City and County of San Francisco ("City") to productive civilian uses; and

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C. On January 3, 1995, City adopted Resolution No. 27-95 designating Treasure Island and Yerba Buena Island (Islands") as a redevelopment survey area under state law and on May 5, 2005, meeting in joint session, the TIDA Board of Directors and the City's Planning Commission adopted resolutions certifiying an Environmental Impact Report for the proposed transfer of title to Islands from Owner to TIDA; and

D. Owner and State have entered into a Memorandum of Agreement dated September 9, 2005, a copy of which is attached hereto and made a part hereof as Exhibit A, under which State agreed to replace the existing single 750 KCMIL, 34.5 KV rated submarine cable with a relocated new cable and issue a new right-of-way permit at no cost to Owner or its successor in interest, and Owner agreed, for itself and its successor in interest, (i) to issue a license at no cost allowing State to install the replacement cable by anchoring it at the Treasure Island terminus utility vault, and (ii) that State's satisfactory completion of the replacement and relocation of such single 750 KCMIL, 34.5 KV rated submarine cable and issuance of new right-of-way permit would satisfy State's obligation under that certain Quitclaim Deed from the United States of America to State recorded in the Official Records of the City and County of San Francisco as Document Number 2000-G855531-00 to replace a structure on Yerba Buena Island known as "Building 213"; and

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E. In addition, State and Owner entered into an agreement to replace Building 213 for Owner and its successor in interest because the State demolished Building 213 to make space for States' new Eastern Span of the San Francisco-Oakland Toll Bridge connection point on Yerba Buena Island and the parties intend that the installation of the two replacement cables from Oakland to Treasure Island by State will now substitute that Building 213 replacement obligation with State's duty under this CUA to install the replacement submarine cables at an estimated State cost of $3,656,000. A copy of that State-Owner agreement is attached to and made an express part of this CUA as Exhibit B.

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F. TIDA, in consultation with its electrical engineering consultants and the San Francisco Public Utilities Commission, has since determined that two (2) higher-capacity 1000 KCMIL, 25 KV rated cables (instead of the replacement cable proposed in Exhibit A) would make a significant contribution to conversion of the former military base to civilian use and would enhance TIDA's ability to proceed with a redevelopment plan for the Islands; and

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Draft for Review

G. TIDA has requested that State install the two (2) 1000 KCMIL replacement cables to TIDA's specifications in lieu of a single 750 KCMIL, 34.5 KV rated replacement cable, and has agreed to reimburse the State for the incrementally higher material and installation costs as set forth herein.

It is hereby mutually agreed that:

I. WORK TO BE DONE

A. In accordance with the terms of Exhibit A, the Memorandum of Agreement, and Notice to Owner No. _____1475.2_____, dated _____November 21, 2002_____, State shall design and install two 1000 KCMIL, 25 KV rated submarine utility cables meeting the specifications set forth in that Caltrans "Notice to Contractors and Special Provisions for Construction Adjacent to State Highway in San Francisco and Alameda Counties from Treasure Island to 1.5 KM West of the Toll Plaza" dated November 7, 2005 (the "Cable Specifications"), the cover page of which is attached hereto as part of Exhibit C. State shall procure all necessary contractors and obtain all necessary third party permits and approvals for the cable installation on Owner's & TIDA's behalf except as is expressly provided herein to the contrary. The State shall not modify the Cable Specifications without TIDA's prior written approval.

B. State shall ensure that work on the San Francisco-Oakland Bay Bridge East Span Seismic Project does not endanger the existing submarine cable prior to and during the period that the replacement cables are being installed, anchored at the vault locations, tested, and certified as operational and in good working condition, which shall be completed no later than 10 days after State notifies TIDA that State's portion of the cable installation is complete. State shall further ensure that work on the demolition and removal of the existing eastern span of the San Francisco-Oakland Bay Bridge (i) does not endanger or damage the two new 1000 KCMIL replacement cables after such cables have been installed and (ii) does not interrupt the supply of electricity to Treasure Island and Yerba Buena Island through the new replacement cables.

C.

TIDA hereby acknowledges that it has reviewed the State's construction plan ("Plan") dated January 31, 2006, and agreed to the cable installation in the manner proposed. State hereby acknowledges that the Cable Specifications have been or will be fully incorporated into the Notice to Owner No. _____1475.2_____, dated _____November 21, 2002, and any contract that State enters into for the construction and installation of such cables. Owner and TIDA will promptly issue any licenses, easements, permits or approvals necessary for implementation of the Plan on property under their joint or several jurisdiction or control at no cost to State so as not to delay said installation. The form of such licenses, easements, permits and approvals shall be in the form that Owner or TIDA customarily issue to third parties entering property under their jurisdiction to perform construction activities. Any substantive deviations from State's Plan described above shall be agreed upon in writing in advance under a Revised Notice to Owner, countersigned and agreed to by Owner and TIDA, as necessary. Any such Revised Notice to Owner will constitute an approved revision of the Plan and will become part of this CUA, except that TIDA shall have no obligation to pay for any costs arising out of any Revised Notice to Owner that has not been countersigned and agreed to by TIDA.

D. Construction cost increases resulting from changes in scope of the contractor's work will become reimbursable costs under this CUA when such changes in scope have been agreed to in writing by TIDA prior to contractor's commencement of such changed scope of work. Any cost increases from changes in scope not approved by TIDA shall be the State's responsibility. State hereby acknowledges and agrees that any loss, damage or destruction of the cables prior to the State's quitclaim to Owner or TIDA as set forth below, shall be the State's responsibility except to the extent that such loss, damage or destruction is caused solely by Owner or TIDA. TIDA

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shall reimburse the State for those costs approved in writing by TIDA in the manner as set forth below. Owner and TIDA will have the right to inspect all work during installation. Any comments and concerns shall be directed through the State's Resident Engineer in accordance with the Notice Provision hereinbelow and not through the contractor. [Add Notice Provision] Upon (i) completion of said installation in accordance with the Cable Specifications, the Plan, and any Revised Notice to Owner countersigned by TIDA, and (ii) State's acceptance of the work, State shall quitclaim all of its right, title and interest in the installed and relocated cables and the original cable directly to TIDA. Owner hereby consents to such transfer to TIDA and agrees to grant such permits as may be necessary to connect, maintain, and operate such cables. Additionally, State shall assign to TIDA or TIDA's designee all (a) warranties required under the specifications set forth in Exhibit C and the Plan, and (b) all permits necessary to maintain and operate such cables. Such assignment of warranties and permits shall be at no cost to TIDA or TIDA's designee and shall be in a form reasonably satisfactory to TIDA or or TIDA's designee. Provided that the work has been completed as stated above in a good and worker-like manner, TIDA, as Owner's successor in interest agrees to accept control, possession and ownership of all of said cable facilities. The State hereby acknowledges and agrees that the Cable Specifications require the State's contractor to install the utility vaults, pull the submarine cable into the vaults, wire, and prepare for connecting the cable to the existing electrical distribution system, contact and work with the local utility (i.e., SFPUC), including paying any required fees for the scheduled shutdown to allow for connecting the new cables to the existing electrical distribution system at Treasure Island and Oakland, respectively.

E. State will issue such permits, easements or licenses as may be necessary to allow Owner's or TIDA's use and maintenance of the replacement cables on State right of way. State shall also obtain at no cost to TIDA all necessary permits and approvals from any other entity having jurisdiction over the placement, installation, construction, operation or maintenance of the replacement cables, including, without limitation, the connections of such cables at each utility vault. State shall have no further duties or obligations as respects either the new Building 213, the replacement cables, and that replaced cable and any subsequent protection, removal, replacement or other responsibility of any nature whatsoever relative to said Building 213 & cables.

II. REIMBURSEMENT TO STATE FOR INCREMENTAL COSTS

A. State has agreed to relocate and replace the existing 750 KCMIL, 34.5 KV rated submarine cable as set forth above at no cost to Owner or TIDA and without unreasonable interruption of electric power to Treasure Island or Yerba Buena Island. In exchange, Owner has agreed to relieve State of its obligation to replace Building 213 on Yerba Buena Island. The parties have agreed that the estimated cost of relocating and replacing the existing cable is $3,656,000, which amount the State has now agreed to apply as the baseline of its contribution to the cost of the installation of the two 1000 KCMIL electric submarine cables. Upon the State's satisfactory completion of the installation of the two 1000 KCMIL submarine cables as set forth above, the State will have no further obligation as respects Building 213. The collective Parties hereby re-affirm the substitution of this obligation herein.

B The State and TIDA have agreed in a separate letter on what the estimated total cost and allocation of major category activities required for the installation of the two (2) higher-specification cables requested by TIDA will be (the "Upgrade Estimate"). These estimates for relocating and replacing the existing cable and the Upgrade Estimate will be utilized as an index of anticipated costs for State and TIDA. All parties recognize that after contractor procurement by competitive bidding and the completion of State installation duties, the estimated amounts attributable to both (i) the replacement and relocation of the existing cable and (ii) the actual and final Upgrade Costs may vary from the original estimate.

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C. State shall be responsible for payment of a minimum of $3,656,000 of its contractor costs only if after competitive bidding the State's actual contractor costs for installation of the two 1000 KCMIL cables specified in Exhibit C are equal to or less than the Upgrade Estimate. Alternatively, State will pay for all the contractor costsfor a single 750 KCMIL replacement cable under an alternate bid should those bid costs for two cables exceed TIDA's funding ability (as determined by TIDA) for the upgraded double cables. Only if the State awards a contract for the installation of the two 1000 KCMIL cables, then upon (i) completion of cable installation in accordance with the Cable Specifications and Plan, (ii) successful testing of the cables, (iii) inspection and approval by TIDA, and (iv) State's final acceptance of the work, and final payments to its contractor, State shall adjust the estimated costs for each item or category in Exhibit C to show the actual amounts paid by State to its contractor in accordance with Section IV below. If the State awards a contract for a single 750 KCMIL cable, then the State shall be solely responsible for all such contractor costs.

D. Only if the State awards a contract for the installation of the two 1000 KCMIL cables in accordance with Section III.C and III.D below, TIDA shall reimburse State for the cost difference between State's above obligated amount of $3,656,000~~$3,546,123.00~~ and the final Upgrade Cost, which shall be determined by adding the State's total payments under the actual contract awarded for such installation plus any payments made pursuant to any Revised Notice to Owner that has been countersigned by TIDA and adjusted in accordance with Section IV.A below.

E. In accordance with the requirements of the Cable Specifications, State or its contractor shall assume full responsibility for any required modifications necessary to configure the two termini utility vaults at the Islands and in Oakland to accept the two 1000 KCMIL cables and for all disconnect costs for the replaced cable and shall pay for all replacement cable connection costs at those two (2) termini vaults in Oakland and at the Islands using a TIDA contractor as appropriate.

III. PROCUREMENT AND CONTRACTOR OVERSIGHT

A. State will incorporate the Cable Specifications and categories set out in Exhibit C and the Plan referenced in Section I above into a request for bids for contractor procurement action for installation of the replacement utility cables and the associated anchorage points at the termini vaults for scheduled connections in accordance with the Cable Specifications.

B. After the State has quitclaimed its interest in the two 1000 KCMIL cables and assigned all warranties to TIDA as set forth in Section I.D above, TIDA shall reimburse the State for TIDA's share of the upgrade cost beyond the cost of relocating and replacing the existing cable payable by State. TIDA shall have no obligation to reimburse the State if the State only installs the single 750 KCMIL, 34.5 KV rated cable or if State fails to quitclaim its interest in such cables to TIDA.

C. The Parties agree that State may accept a bid for the two 1000 KCMIL cables that is higher than the Upgrade Estimate only after written notice to TIDA and TIDA's written consent. State shall allow 10 working days for TIDA to review all bids and thereafter, State and TIDA shall meet and confer as set forth in Section III.C below. If TIDA consents in writing to a bid that exceeds the Upgrade Estimate, TIDA shall be responsible for reimbursing the State for (i) the difference between $3,656,000 and the Upgrade Estimate, and (ii) 51.7% of the difference between the actual cost of the accepted bid and the Upgrade Estimate.

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D. If the low bid under consideration is more than 15% in excess of the Upgrade Estimate, State and TIDA shall meet and confer to perform a comparison and evaluation of the low bid and the Caltrans engineering estimate to determine (i) the cause(s) for the difference and meet to discuss potential action items and (ii) whether the bid can be feasibly lowered by negotiation or re-bid. In the event the low bid cannot be lowered and TIDA is unwilling to accept that cost increase, State may accept an alternative bid for a downsized cable replacement of a single 750 KCMIL cable or another cable equivalent in size and capacity to the existing 34.5 KV rated cable. The installation of such single cable shall conform to the terms of this CUA, and TIDA shall have no reimbursement obligation for any costs incurred by the State for such single cable.

E. State and its contractor will allow Owner and TIDA to inspect cable installation work, and TIDA shall have 10 working days to review and approve all non-emergency contractor change orders requiring an increase over 15% of the total contract price before State's approval and submittal of a Revised Notice to Owner for TIDA's countersignature for such costs.

IV. ADJUSTMENTS AND REIMBURSEMENT

(A) If the State completes and installs two 1000 KCMIL cables as set forth in this CUA, TIDA shall reimburse State for (i) all amounts in excess of $3,656,000 but less than the Upgrade Estimate, and (ii) 51.7% of all amounts in excess of the Upgrade Estimate. TIDA shall have no reimbursement obligation to the State for any costs whatsoever arising out of (a) change orders not approved by TIDA, (b) delays not caused by TIDA, (c) any litigation not caused by TIDA, (d) the State's installation of a single 750 KCMIL cable or another cable equivalent in size and capacity to the existing 34.5 KV cable.

(B) The Parties shall work cooperatively to calculate the amount of reimbursement due State.

(C) Upon making final payment to the contractor for the installation of two 1000 KCMIL cables in accordance with TIDA's Cable Specifications, State shall prepare a draft statement (the "Initial Reimbursement Statement"), which shall include an itemized invoice of the costs charged to cable replacement and upgrade and will provide copies to TIDA for review. The invoice shall conform to the categories and items listed in Exhibit C and shall include an explanation, including documentation, for any costs that exceed any estimate in Exhibit C by more than 15%.

(D) TIDA shall have 30 days to review the Initial Reimbursement Statement and make requests for additional information and documentation of costs. The Parties shall meet within thirty (30) days of the date that State responds in writing to any TIDA requests for additional information in order to develop a final statement (the "Final Reimbursement Statement") which shall include the itemized amounts agreed to by the parties for the costs of the cable replacement and upgrade and the total amount that TIDA must reimburse the State pursuant to the schedule shown in Section IV(F) below..

(E) Adjustments and reimbursement to the Initial and Final Reimbursement Statements shall be subject to the following conditions:

(1) State's Initial Reimbursement Statement shall be the basis for TIDA reimbursing State costs, subject to a subsequent adjustment when the Final Reimbursement Statement is submitted once all disputes and any litigation between State and its contractors relating in any way to the cable installation costs are finally resolved;

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(2) 51.7% of those changes in scope of the Plan approved by TIDA that increase the State's cost due to unforeseen site conditions or installation requirements beyond the Upgrade Estimate shall be included in the Final Reimbursement Statement.

(F) TIDA shall reimburse the State the full amount agreed upon in the Final Reimbursement Statement, together with simple interest at the State's cost of funds [define with State], according to the following schedule:

Percentage of Payment	Timing of Payment
25%	October, 2009
25%	October, 2010
25%	October, 2011
25%	October 2012

V. REVISIONS TO THIS AGREEMENT

(A) This CUA may be revised by mutual consent of the undersigned parties by issuance of a signed and dated written amendment to this CUA or by a new agreement. Any such revision shall become part of this CUA as if originally written herein.

X

IN WITNESS WHEREOF, the above parties have executed this CUA with the intent that it shall become effective on the day and year above written.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

By: _____
R.A. MACPHERSON Date
Deputy District Director, Right of Way

APPROVAL RECOMMENDED:

By: _____
Name/Title Date

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¶
By:
_____¶
SUSAN LEAL
Date¶
General Manager

Draft for Review

By: _____
Name/Title Date

Approved as to form: [to come]
TREASURE ISLAND DEVELOPMENT AUTHORITY

UNITED STATES NAVY (OWNER)

By: _____
Michael Cohen Date
Executive Director

By: _____
Name/Title Date

Treasure Island Development Authority Board of Directors

Resolution No. _____
Adopted: _____
Attest:
_____
Commission Secretary

Approved as to form: [to come]

EXHIBIT C

[Insert Actual Specifications from TIDA]

ALLOCATION OF COSTS IN EXCESS OF UPGRADE ESTIMATE

[Replace with Table Showing Percentages below]

Item			
1. Prepare Work Plan			
2. Permitting and Notification			
3. Mobilization			
4. 12,000 Ft. Submarine Cable			
5. Cable Loading and Transport			
6. Cable Installation @ 6 Ft to 10Ft Burial			
7. Cable Survey			
8. Utility Vault – Oakland Installation Prep			
9. Utility Vault – Oakland Wiring & Survey			
10. Utility Vault – TIC Wiring & Survey			
11. Final Connection and Test			
12. Demobilization			
13. Submit As-Built Drawings			

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consent in writing to pay all consequent resulting costs, including future contractor claims, if any, in excess of State's funding obligation

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State	City/TIDA	Item #	Item Description	Base Cable vs. Upgrade Cost Estimates	
				Baseline Costs	Upgrade Costs
				One 3-core750 KCMIL cable	Two 3-core 1000KCMIL cables
X	X	1.	Prepare Work Plan	[$28,800]	~~$11,700~~Same as Baseline
X	X	2.	Permitting and Notification up to, at, and from Vaults	[$16,556]	$4,169Same as Baseline
X	X	3.	Mobilization	$618,850	$218,050
X	X	4.	12,000 foot Submarine Cable	$501,240	$698,760
X	X	5.	Cable loading and transport	[$100,248]	$139,752~~Same as Baseline~~
X	X	6.	Cable installation at 6-ft to 10-ft burial	$1,674,055	$2,168,020
X	X	7.	Cable survey	[$5,940]	$1,980~~Same as Baseline~~
X	X	8.	Utility vault – Oakland Installation prep.	$4,034	$3,078
X	X	9.	Utility vault – Oakland wiring & survey	[$36,211]	$40,959~~Same as Baseline~~
	~~X~~	~~10.~~	~~Utility vault – TIC installation – prep.~~	~~[ ]~~ ~~0.0~~	~~Same as Baseline~~
X	X	10.	Utility vault –TIC wiring & survey	[$27,977]	$33,681~~Same as Baseline~~
X	X	11.	Final connection and test	[$60,149]	$83,851~~Same as Baseline~~
X	X	12.	Demobilization of (?)	[$207,450]	$81,250~~Same as Baseline~~
X	X	13.	Submit As-Built	$41,584	$56,396

			Drawings		
			SUBTOTALS	**$3,324,000**	**$3,542,000**
			10% contingency	**$332,000**	**$354,000**
			SUB TOTALS	**$3,656,000**	**$3,896,000**
			GRAND TOTAL~~Estimated Amount Due State~~		**$7,552,000**

AGENDA ITEM 12

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC)

DATE: March 16, 2006

FR: Steven Hulsebus, Office Chief, Toll Bridge Design

RE: Agenda No. - 12

Item- Stormwater Treatment Measurements Contract Update

Cost:
$14,670,000

Schedule Impacts:
None.

Recommendation:
Informational only.

Discussion:
Bid opening occurred on 3/7/06. Seven bids received and all were above the engineer's estimate. The low bid was 9.5% above engineer's estimate.

Attachment(s):
Contract 04-0120J1 Fact Sheet

FACT SHEET

San Francisco Oakland Bay Bridge East Span Seismic Safety Project
Post-Construction Storm Water Treatment Measures
EA 04-0120J4

Project Description:
This project will capture and treat storm water runoff from 131 acres of drainage area. The drainage area includes eastbound and westbound lanes of Route I-80 from the Bay Bridge toll plaza to Powell Street in Emeryville and part of the Routes I-80/580/880 distribution structures area.

Background and Discussion:
The SFOBB East Span Post Construction Storm Water Treatment Measures Project is to comply with the California Regional Water Quality Control Board's (RWQCB) Waste Discharge Requirements, provision D.10 of the Order No. R2-2002-0011 adopted by the RWQCB on January 23, 2002 for the SFOBB East Span Seismic Safety Project.

The total drainage area is divided into four catchment groups of various sizes, each consisting of a Best Management Practice (BMP) for the treatment of storm water and associated drainage system to capture the storm water runoff. Two catchments with drainage areas of 55 acres and 46 acres will have a bioretention system (Pilot BMP) with treatment, maintenance and monitoring facilities. Two other catchments with drainage areas of 18 acres and 12 acres will use the existing detention basins (Caltrans approved BMP) with some modifications to treat the storm water runoff.

PS&E for the two catchments with pilot BMPs is prepared by a consultant with oversight by District Design Office, HQ Storm Water Policy & Planning Office and Office of Water Programs, California State University Sacramento.

Schedule:

- Advertise 01/09/06 (A)
- Bid Open 03/7/06 (A)
- Award 04/14/06
- Begin Construction 05/14/06

Cost Estimate and Funding:
The apparent low bid is $12,864,662. Funding for the construction is from Toll Bridge Seismic Safety Account (TBSRA) with a budget amount of $14,670,000.

AGENDA ITEM 13

NO ATTACHMENTS